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MAGAZINE

On the cover: Steve Hatch blasts through the phragmites reeds at the end of the Delaware National, trying to catch Randy Hawkins right up to the last tenth. He didn't catch him, but he gets a gold star for effort.

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Volume 24 Number 2

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Rain, rain, go away....

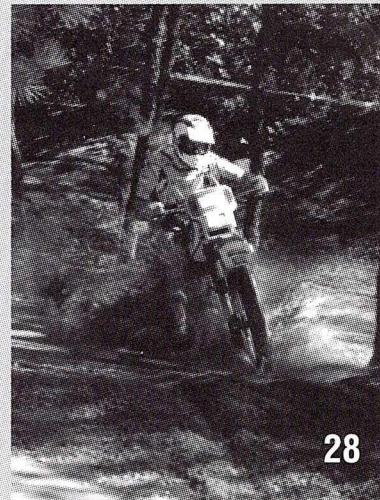
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Warning: Riding like a geek can ultimately reduce your enjoyment of this sport. Also, if you're not ready to hurt yourself every time you go out, well, you're also not going to have much fun. Best thing to do is dress up well, and we don't mean in a ballerina costume. No way! Get yourself a good pair of boots, some riding pants, strong gloves, wear a jacket and goggles, and try to buy a \$300 helmet, at least, not including the paint job. You feel like superman if you do, and we'll be a lot more comfortable knowing our readers are using protection. Peace.

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LAST OVER



by Paul Clipper

Dubious Achievements

Okay. We're both doing lousy, we've got nothing to gain in the second half of this run, so why don't we just have fun?"

Dick shuddered inside just a little bit, listening to the words coming out of his friend's mouth. He knew what Howard's idea of fun was, and he was also sure that he wasn't up to it. The first half of the enduro had been a disaster. He had spent the morning stuck in tight woods, bottlenecked in traffic, and beat to bits by giant whoopdedos. His score was one step short of horrible...if you really wanted to dish out insults you could call it "average" for a C rider. And Dick hated thinking of himself as an average rider. He knew he was a lot better than...well, than he was riding right now.

"Really!" Howard continued, "I've got nothing to lose, after watering out in that puddle this morning. I'll come back to your number and we'll ride together, and at least we'll have some fun out of this."

There was that F-word again. How much fun could it be, looking for Howard's tracks all day? Because as much as he hated to admit it, Howard was just a little bit faster than he was. All right, Howard was a whole lot faster than he was. And the problem was, Howard only knew one speed, which was as fast as he could go at the time. This would not be a serious problem if that top speed wasn't considerably faster than Dick could ride, so every time they hooked up on the trail it was either Dick riding for his life to stay ahead, or Howard just disappearing over the horizon.

They were both C riders, but Howard was every now and then able to finish second or third or fourth. Dick, on the other hand, was every now and then able to finish.

So he wasn't thrilled with the prospects, but since they were both stuck at the halfway point of a failed enduro attempt, and since it was still a beautiful day there was no sense wasting it.

"Why don't you go on ahead and I'll catch up?" Howard asked, probably hoping for a way to get a workout in. "I've got to fill my tank yet."

Good idea. Dick waved off and headed down the course, figuring that Howard would probably catch up to him within ten or twenty minutes, dog him for a bit, and then pull ahead and ride off. What the heck, he's better than me, Dick thought; that's just how he rides.

He started out on the trail, and it soon became rather fast and challenging. To his

surprise, Dick was feeling really good, for a change. Much better than he'd felt riding that morning. Earlier in the day he'd felt like a perfect squid, hitting all the turns either a little too early, or a little too late; not looking far enough down the trail, reading his odometer wrong, getting screwed up in traffic. You name it, he had been blowing it, but now...things were starting to feel pretty good. There were less distractions this late in the day, less traffic. The course was still rough, but somehow there was a rhythm to the bumps, where earlier there was nothing but pain and confusion.

It didn't take very long for Dick to start really feeling good, good enough to imagine he could do the impossible. He was going along at a good speed; it felt much faster than he usually rode. Maybe, just maybe, he could give Howard a run for his money this day. He had nothing to lose...it wasn't like he was chasing Howard and had to catch up to him, or stay with him. All he had to do was stay ahead. Maybe to the next gas available—what was it, 22 miles down the course? Maybe he could keep his pace long enough to ride to the gas, then stop and wait. Maybe Howard would be impressed, maybe he'd even mention something about having to work hard just to catch up.

The course opened out on some old two-track. No rocks, but bumpy and studded here and there with greasy puddles. Dick remembered the trail; he'd been there before. Knowing that he recalled nothing really ugly about the stretch he shifted up a gear and went for it, slamming through the bumps and actually picking the right lines around the puddles. Normally, he'd go too slow, or even dive in one wrong, maybe watering out his bike. Today, things were working out.

Soon enough the trail necked down into a typical tight trail. Not ignorant-tight, but tight enough that you could use second and third gear and make some time, as long as you kept your concentration. Dick hunkered down and started really working the trail...second gear...third gear...brake, downshift...second...throttle...brake, throttle...third gear...on down the trail. When he got used to the rhythm he allowed a few thoughts to sneak in, just to keep him on his toes. Howard must be getting closer. Dick knew that this was about the point where Howard would catch up, he'd be able to hear Howard's YZ barking behind him. The very fact that he wasn't back there, though, gave Dick the courage to gas it up just a little more, and to his delight the bike and body responded perfectly. Maybe he really would beat him into the gas!

Dick watched the mileage closely. As the gas available came closer, and as Howard stayed back, Dick plotted out his options. Okay, he'd started the 22 mile section with a full tank of gas. The finish was only 15 miles past the gas available. There was no way he'd need to get any more fuel, so if Howard hadn't caught him by then he decided he'd go for it, and make a run to the finish. Surely, by the gas stop his

friend would be past, though.

The tight trail emptied into a check, then turned into a two-track. Three more miles. The two-track turned into a bad dirt road, then a better road, then civilization started to appear in the form of people out on the course with cameras, goggles, water jugs and gas cans. When the marked pit area rolled into view he looked back. Nobody behind him. No Howard. Without a moment's consideration he blew right through the stopping point and headed off on the trail again. A quick, sneaky check again—they didn't matter, he'd started late and was still late, for all his imagined speed—and then tight trail again; not quite the smooth rhythm he enjoyed in the earlier section, but it was still okay, and he was still riding well.

Within a few miles he imagined he heard something behind him, not right behind, but a little farther back. He snuck a look behind on a wide corner and caught a glimpse of a white bike with red plastic here and there. Must be Howard's YZ. He cranked up his speed a notch and knuckled down on the trail. He wasn't about to give up yet.

The trail opened up somewhat, and the rider behind fell back. A few short stretches of two-track gave him the chance to risk all in a full throttle charge, and he seemed to be alone again. Suddenly, a check! Damn! The checkpoint wasn't a problem, but stopping was. Any time spent stopped just gave Howard that much time to get closer. He jammed the brakes on and kept the throttle turned up, while the check crew sensed his urgency and jumped to mark his card and jump out of the way. Dick blasted off and was amazed at how fast the stop was. Usually he stalled out in a check, or bobbled or stopped for a drink or did something stupid. This time, he went through like an A rider, and it felt good!

The feeling gave him even more confidence, and he turned it up a notch again. If the mileage was right there was only about eight miles to go, and he still had not definite sign of Howard. He rode for all he was worth, every now and then looking behind for the inevitable.

Finally, with about four miles to go, all two-track and fast, he saw the YZ behind him once again. If it was all he could do in his life, he was going to keep Howard behind him to the finish, and he concentrated like he'd never done before. All he thought of now was shift...brake...shift-down...throttle...shift...throttle, and he rode like a machine. And for a few seconds there he felt a new feeling; maybe learned a little something about what it takes to ride fast and win. It was a heady feeling, smoother than the highest high, like sucking in a lungful of air in a high wild place right before a thunderstorm, with everything charged with electricity, with the whole world ready to pop! like a million volts of power. It only hit him for a second, but he knew he'd have to feel that feeling again.

And then he was through the finish check and done. He rolled up ahead and

waited for his friend, still buzzing from his 37-mile effort. He'd be pleased, he told himself, but he'd try not to be smug, and he turned around to greet Howard when he realized the YZ rider wasn't Howard, it was just another C rider, and the guy looked beat.

So if Howard wasn't chasing him, where was he? Dick rolled farther up and parked, and waited. A couple more riders came in, then another gap, then another group of riders, finishing up together. Finally, here came Howard, looking fast, as usual; and he turned over his card to the check and then pulled alongside his friend.

"Where have you been?" he asked right away. "I thought I'd catch up to you at the gas available, but you must have ridden right through."

"Yeah, I did," Dick said, "I didn't need any fuel."

"Oh, okay!" I stopped there and got a drink, and stole some of Bob's gas, just in case. I thought I'd be able to catch up to you right away, but I fouled a plug right after we started and had to change it. Why all the hurry?"

Dick watched the bubbles pop like balloons. He'd had to stop to change a plug; that's nearly five minutes right there, and then he'd stopped for a drink and gas. That's another five minutes, easy. So maybe it wasn't all that great a ride...but....

"Oh, I don't know," Dick said, "I just felt like going fast for a change." □



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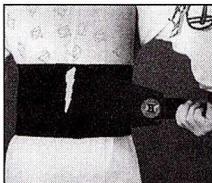
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EASTERN NEWS

NEW NETRA RULES

New rules for the 1994 NETRA season (which is coming up fast!) have been proposed and approved, and the following is a small sampling of the most significant highlights. The first rule approved makes it impossible for clubs to run championship enduros and hare scrambles on conflicting dates, a situation that arose in '93 when the Little Rhody enduro and the MJS Ridgerun hare scrambles were scheduled for the same day. The unfairness of such a situation strikes hardest on anyone going for the NETRA Off-Road Grand Champion award. In '93, it caused the NETRA Board to disallow points for either event to count towards the Off-Road Championship award.

For enduros this year, trophy distribution will be based on 25 percent of the starting riders per class (rounded up, for all you nit-pickers). Also, all route-sheeted corners must now be mileaged, which will make enduro riding easier for a lot of us. In a bow towards riders armed with super-accurate computers, all checkpoint clocks now can have no more than a two second deviation.

Hare scrambles riders will now find that every wave must be started with a green

flag...hopefully to cut down on the numbers of waves that have been started by someone shouting "Go!" And the AA class this year is a championship hare scrambles class for the first time.

There are a few more rule changes pertinent to our racing this year, and you'll find them when you get your new rule book...just as soon as you renew your NETRA membership, and it's coming up fast, folks. Can you spell "Clarkie's Wild Ride?"

ANOTHER KAWASAKI DEALER

Just when you thought everybody was pulling inside their shell for the winter. We received a call from Bob Comalli of Dirt Works Cycles in Bennington, Vermont, the other tell, and he told us that they now hold a Kawasaki franchise up there. Let's see, that makes it KTM, Husky, Yamaha and Kawasaki...did we leave anything out? Diane and Bob are hoping for a busy spring, and we wish them well with their new franchise.

FIRST EVENTS

The New England Trail Rider Association season

is lurching into motion even as you read this. Starting on February 13, they have Clarkie's Wild Ride, the first championship hare scrambles of 1994. The starting location is arrowed from Exit 9 off Route 24, in Freetown, Massachusetts. Studded tires are the way to go, and if the past two years are any indication, expect some seriously cold weather! Then, on February 20, the 41st annual Snow Run Enduro is happening, at the Sun Valley Beach Club in West Stafford, Connecticut (arrowed from the junction of Routes 30 and 190). When they say snow, they mean it—if it doesn't snow, everybody is seriously bummed. Once again, go for the studded tires, and add the full hand protectors and electric socks.

On February 27th, plan to attend the NETRA annual meeting. It happens this year in Oxford, Massachusetts, and at the meeting NETRA business for the '94 season will be finalized. There will also be bike displays by participating local dealers, and a good chance to get out of the house and chew the fat with fellow riders. Now, with all this happening in the dead of win-

ter, don't tell us you've got nothing to do!

WINTER LAYOVER

On the other hand, ECEA riders can take the month off (or get some studded tires and check out how the NETRA boys have fun). After the Hangover Hare Scrambles, on January 2, the ECEA goes into sleep mode for a month, getting ready for a full slate of events starting in March. Are you ready? The 20th of March will see the

NAME THOSE CHAMPIONS!

We're gearing up for the "banquet circuit" coming in January (actually, this is being written the week before Christmas), where we'll all be saying "It's ten o'clock...do you know who your champions are?" If you're a New Englander, you've got to remember three names: Dave Gunn, who is the NETRA Off-Road Grand Champion for 1993, Scott Phelps, who won the NETRA Hare Scrambles championship, and Kemp Stewart, who is the 1993 NETRA Enduro Grand Champion. Plans are coming down to the wire now for what sounds like a great banquet...with any luck, we'll have a story on it in the very next issue of Trail Rider!

ECEA folks have an easier time of it, they only have to remember a name they've heard many times before: Lafferty. Although this time, it's Michael Lafferty who's in the top spot. This was the first year for ECEA hare scrambles, and class winners in ECEA hare scrambles are: M. Dean Spencer, A200; Jim Franks, A250/Open; Dave Waltz, B200; Jeff Botsford, B250/Open; Charles Stapleford, Senior; and Ken Schaffer, Super Senior. The ECEA banquet is going to be down in Wilmington, Delaware, on the 29th of January, which will put it past the deadline for the next issue, so look for that story in the April issue. Congratulations to everyone, and you'll start seeing all their names next month!

annual running of the Sandy Lane enduro—and that's right, it's not in the fall this year because the ISDE is going to be in the fall (turn the page to learn a little more about that). Then, the week after the Sandy Lane is the Greenbrier enduro. We'll have more information on both these runs next month, in the mean time...start getting ready!

WORDS TO LIVE BY

Finally, we're going to leave you with a quote we stole from the Three Rivers Competition Riders (Pittsburgh, PA) October 1993 newsletter. In it, they quote an elderly woman who talked to them at the Hatfield-McCoy Charter Trailride in Mingo County, West Virginia (which you may also see a story on next month). The lady was echoing the sentiment of practically every townsperson they met during the ride, which was a fantastic success. She said, "You know, these mountains have been here all along. And some folks might drill oil up there, or timber it, and of course there's lots of coal for who knows

NAMES AND ADDRESSES

New England Trail Rider Association (NETRA)

P.O. Box 478
Ellington, CT 06029
(203)875-5757

East Coast Enduro Association (ECEA)

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how long, but if you fellows want to come on down and ride trails through all these here hills, what the heck, why not. That's what they're here for, to enjoy. Kids these days, they just stay inside and watch TV all day. If folks want to get outside and have some fun in the mountains, well there ain't nothing wrong with that, now is there?"

And with that, we wish you peace, and a happy and healthy new year to come. □

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February 1994

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2/6 Mud & Snow Scrambles
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2/6 AMA National Hare Scrambles
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2/13 Clarkie's Wild Ride H.S.
Freetown, MA (NETRA)

2/13 AMA National Enduro
Lake Pleasant, AZ (602)371-1002

2/20 Mud & Snow Scrambles
Belden, NY (607)723-2387

2/20 Snow Run Enduro

West Stafford, CT (NETRA)

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2/27 NETRA Annual Meeting
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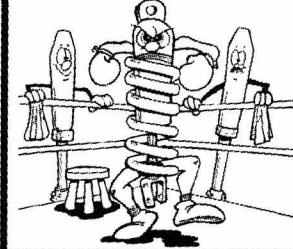


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WARNING

These quotes are not from sponsored, factory riders that are paid big money, but honest testimonials you can trust from the best magazines and King Richard.

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BRAKING '94

Braking, the manufacturer of precision brake rotors and disc brake pads, called us to let us know that a number of noted eastern and national riders will be on their sponsorship roles for 1994. Chief among them will be Tom Norton of Team Mirage, Blackwater and GNCC winner Fred Andrews, Team Husky's Kevin Hines and Fred Hoess, and Michael Lafferty and Jack Lafferty, Jr.

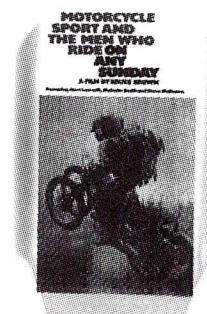
ACERBIS '94

Acerbis USA also sent us their sponsorship list for the new year, and it is a huge one! However, there are a few local names we can pull out, including Tommy Norton, Jeff Russell, Fred Hoess, Kevin Hines and Steve Hatch. Of course, there are dozens more, but we don't have the room; just know that Acerbis is taking an active role towards sponsorship this year.

In other news, plans are definitely under way for the 1994 Acerbis Nevada Rally, which professes to be bigger and better this year. As you know from reading Trail Rider, the Nevada Rally starts in Las Vegas and does a 2,000 mile loop across the state of Nevada. It was a great spectating experience last year, we wholeheartedly recommend it this year. More details as the year progresses.

EXPLORERS TOOLS

CycloActive Products, makers of the Forearm Mapcase mentioned in an issue of Trail Rider last year, sent us some information on a whole line of products geared for the explorers among us. They offer a new Crossbar Mapcase, which clips onto your handlebar crossbar and gives you a seven inch by six inch clear window in which to place a map, so you can see it and read it easily without flapping in the wind (the map, not you). It goes for the same \$16.95 as the Forearm Mapcase, which allows you to carry a map on your forearm. They also have two mapcases for bicycles, a small and a large, and a neat front fender bag specifically made to hold an inner tube.



U.S. ISDE NEWS

As you know, the International Six Day Enduro is being held this year in Tulsa, Oklahoma, September 20 through 25. Nearly everyone we talk to is planning to be in Oklahoma for this rare opportunity to watch the Six Days in action, and in this space we'll be filling you in on travel and event details between now and then.

The event will take place on the John Zink ranch. It is a 25-minute drive from Tulsa, and people planning on camping should know in advance that there will be no camping available on the Ranch itself, but that adjoining neighbors will be opening their land for camping—for a fee, probably. Camping on the John Zink ranch will only be open to club members and volunteers working the event. More information will be printed on camping as we receive it.

Volunteer workers: The club (Tulsa Trailriders) has about 150 members working the event, however they estimate that they need an additional 350 workers. Your club can volunteer a group of workers by writing to the Trailriders and paying a \$25 registration fee for each person who wants to volunteer their help. You should know in advance that the only motorcycles that will be allowed on the ranch (other than competitors) will be workers with a duty that requires the use of a motorcycle. Workers will be allowed to ride their bike to their duty each day, and at the end of the day ride in and assist the sweep riders, if they so desire.

Spectators: The Tulsa Trailriders plan to allow absolutely no one other than marshals and competitors on the course at this Six Days. There will be no "support riders," common to past Six Days. Because of this, spectators will not be allowed out on the course, especially not on a motorcycle, and will be restricted to the Parc Ferme (impound area), and the terrain special test area, which is used every day. If you plan to bring a motorcycle, plan on maybe being able to ride it from your motel to the ranch as transportation (street legal only), and beyond that plan to be severely restricted as to where you can go. Access to the ranch through adjoining properties will be guarded and gated, and you will not be allowed to pass.

The address for the Tulsa Trailriders is 2930 West 61st Place, Tulsa, OK 74132; phone (918)446-2431. The official travel agent for the Six Days is Atlas Travel, and they can help you with motels and flight information. Atlas' phone number is (800)777-3705.

safely, freeing up room in your fanny bag or rear fender bag. The Spare Tube Fenderbag looks neat, and sells for \$19.95. Learn more about all this from CycloActive Products, 117 East Louisa Street, Seattle WA 98102; (206)323-2349.

ON ANY SUNDAY

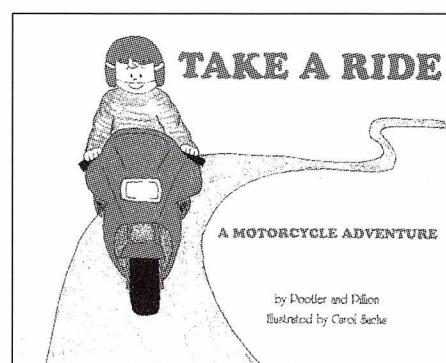
Whitehorse Press has sent us a press release, spreading the word that they are now distributing the newly remastered video tape of *On Any Sunday*, the classic motorcycling film by Bruce Brown. Filmed in 1971, it features highlights of the season's Grand National Championship chase by then #1 Mert Lawwill, racing and trail riding antics of Malcolm Smith and Steve McQueen, and snippets of various forms of motorcycle racing from around the world. This is the film that started it all; this is the very basis of American off-road riding. If you don't have this film in your collection, you simply don't have a collection. The price is \$39.95, from Whitehorse Press, 154 West

Brookline Street, Boston MA 02118, or call (800)531-1133.

Whitehorse also has the largest collection of motorcycle-specific books known to man. Ask for a copy of their catalog.

TAKE A RIDE

If you've got kids, chances are they're crazy about motorcycles. If you know other people's kids, chances are they're in awe of your motorcycle activities and very curious about it. Try to find a kid's book with motorcycling as the theme, though. Very difficult, until Magnolia Publishing came out with the book



Take a Ride, a simple children's story about a boy taking a motorcycle ride through the countryside, and the fun things he sees and does. Unfortunately, it's not a dirt riding book, but maybe that's coming. Right now, you can get *Take a Ride* for \$8.95 plus \$3 shipping and handling from Magnolia Publishing, P.O. Box 5537, Magnolia, MA 01930; telephone orders call (800)636-6200. □

DELAWARE STATE NATIONAL ENDURO

And if it hadn't rained, it would have just been a tough national enduro!

by Paul Clipper

Delaware City, DE 10/31/93

Why do you always mention the weather?" barked Charlie Stapleford, talking over the bikes sputtering by and the rain pouring down. "Why don't you forget about the rain and talk about the great job my guys have done? All we ever hear about is 'Boy, the run was muddy down Delaware!' and never any of the good stuff! Why is that?"

Well, let's see. Maybe it had something to do with the—perfectly seasonal—38-degree temperature, or the fact that all of us had spent the day chasing around after a couple hundred very cold, very wet, and very muddy riders. Trouble is, the weather was the news. Without bad weather, the Delaware National would have been just another tough national enduro. It's a run that the national guys rave about, by the way, and they did the same this year. Said it was the greatest ride of the season, a real national enduro...but yes, if it wasn't raining so hard it would still have been a great ride, just a little more comfortable.

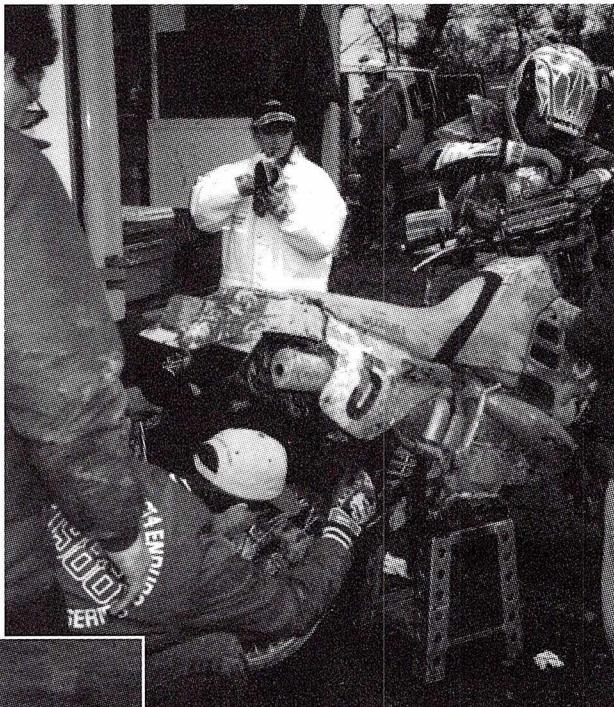
Some of the local guys liked it as well, but there was a silent majority that knuckled under with the pressure of the bad weather and either stayed home or decided to spectate when they saw what the sky was doing at dawn on Sunday. Looking over the results tells the tale: take away the folks with "DNS" (Did Not Start) next to their name, and you have 213 hardy souls who braved the elements that day. From that starting list, we are left

with 97 riders with "DNF" (Did Not Finish) next to their names. That means 116 riders crossed the finish line within their hour, and if you were standing out in that miserable rain, it's surprising they made it.

Yep; the Delaware Enduro Riders did a great job, but they can't control the weather.

Coming into the rider, we had a real national drama on our hands. Suzuki teammates Randy Hawkins and Steve Hatch were battling it out for the national title. Randy had a handful of points on Steve; he only had to finish third or better to wrap up the title a fifth time. Steve had to win the overall, and make sure a couple other riders finished between he and Hawkins. You could tell the pressure was on at the start. Randy

looked a little tense, but Steve was hopping up and down. Steve Hatch on the starting line looked like he was about the



Barely 20 miles to go, and Hatch's crew mounts a new rear tire. Think they were serious? Hawkins did the same thing.



A little bit of a gamble, and the experience of four past championship seasons carried Randy Hawkins into the number one spot once again.

start the USGP at Budds Creek, and had a real need to win the holeshot. He did, too—he tore off into the mud like there was no tomorrow, and the fight began.

It must have made the difference in that first section, because Hatch posted the best score of anyone: six points, to Randy's seven. Four other riders also scored sevens: Jeff Russell (KTM), Kevin Hines (Hus), Michael Lafferty (Kaw) and Chris Smith (Suz). They were all running in second after that one section, but remember, they weren't going for all the marbles. The ranks thinned out at the third and fourth checks, where three points each seemed to be the number to drop, but Mike Lafferty dropped a four-five and Hines

dropped an eight-nine.

Eight and nine? What happened to Hines? Well, at the gas stop it was pretty obvious. Somehow he had spun his rear brake and broken the line loose, and it created enough of a mess that he had to stop and remove it, as well as ride with no rear brake. As he and his crew replaced the rear brake system, it was obvious that all he'd be riding for is a finish, and not much in the way of points.

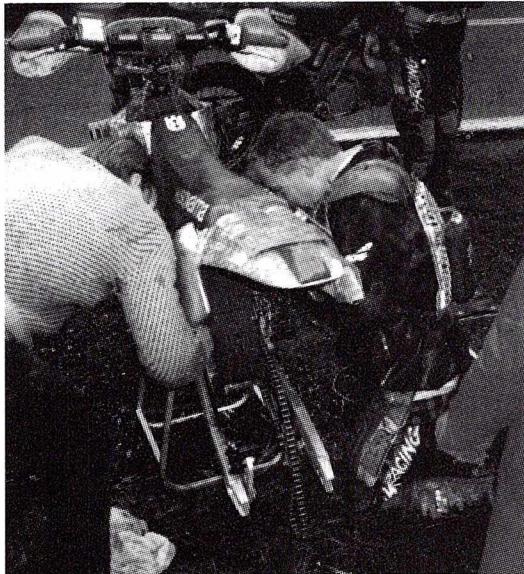
Jeff Russell also dropped an extra point at check four, leaving only Chris Smith to share the top with his Suzuki teammates. However, his position was short-lived. Checks five, six and seven were all exactly three miles apart and easy, and six and seven caught a fair share of guys napping, including Smith.

Check seven carried the riders up to the 48 mile mark, out of a total of 128 miles, so they weren't even halfway done. But Hawkins and Hatch were out front alone at this point, and the whole ball of wax was about to tip lopsided in Randy's favor.

Right before the eighth check, there was a swampy section that had been taking on water all night. It became obvious to the section leader and other club members that if the course was allowed to run through this swamp a fair number of riders would end their day right there. Rather than include such a "stopper" in the event, the section leader cut it out, and re-routed around the section. The re-

routing job had cut 1.6 miles out of the section, and to make the mileage correct the section workers hung a huge "RESET" sign and new mileage, alongside the corrected piece of trail.

Everybody saw the sign, there was no problem with the mileage. The situation that arose from it was more a case of tactics than anything else. When Randy Hawkins reached this point of the course he barely hesitated, and said afterwards that he never saw the sign. It was in a section thick with possible check loca-



Hines started well and dropped few points in the tricky stuff, but lost his brake in the first section and had to replace it, losing tons of time.



Mike Lafferty's 54 was good enough to score the regional AA win, but a far cry from Hawkins' 39. That's okay; by this time he had already won the ECEA championship.

tions, and he was taking a big gamble, but it paid off: Hatch stopped for the reset. At the eighth check, Randy dropped a one. Steve dropped a four. The only other person who ignored the reset was Hines, who also dropped a one at check eight, but he had lost so much time earlier it made no difference on his overall score.

Hawkins and Hines didn't "cheat," they took a gamble. Usually, when you blow through a reset you wind up getting burned, but let's look at this closer. What

Delaware National Class Results		1. Jeff Kirchner	Kaw 87	A Super Senior		5. Michael Strause	Yam 172	2. Ray Hench	KTM dnf
Randy Hawkins	Suz 39	2. Keith McIntyre	Kaw 96	1. Bruce Triplett	Hon 181	B Open		3. William Collins	Kaw dnf
Grand Champion		3. Steve Reed	Kaw 129	2. Robert Vollmar	Suz 337	1. Mike Rogers	KTM 109	4. Andrew Simboli	Kaw dnf
Danny Nenstiel	Yam 72	4. Chris Garber	Kaw dnf	3. George Clickner	Hus dnf	2. Philip Doyle	KTM 128	5. Chris Tlack	Kaw dnf
High Point A		5. Joseph Cartwright	Hon dnf	4. Joe Galie	KTM dnf	3. Larry Poplin	KTM 148	C Medium	
David Waltz	Kaw 92			5. Gene Jost	KTM dnf	4. Kevin Reed	Hon 162	1. Brian Carol	Suz 134
High Point B		1. Ross Benson	Suz 73	A Veteran		5. Tom Schanne	Hus 191	2. Charles Staropoli	Suz 215
Michael Bradway	Kaw 125	2. Jim Franks	Suz 75	1. Todd Reder	Suz 79	B Four Stroke		3. Shawn O'Neill	Suz 244
High Point C		3. Dennis Zurawski	Yam 80	2. Anthony Tomasello	Yam 106	1. Jeff Focht	Hon 170	4. John K. Jones	Hon 312
National AA		4. Walker Luedtke	Suz 81	3. Jeff Horton	Suz 125	2. Allan Wolfe	Hon 181	5. Anthony Peacock	Hon dnf
1. Steve Hatch	Suz 41	5. Rick Claxton	Kaw 83	4. Dennis Byrnes	KTM 170	3. Joe Wallace	Hon 206	C Open	
2. Jeff Russell	KTM 47	A Open		5. Barry Crone	Yam 183	4. Joe Adamitis	Hus dnf	1. David Sekelsky	Yam 219
3. Kelby Pepper	KTM 46	1. Michael Slechta Jr.	KTM 83	B Light		5. Chris Berndt	Hon dnf	2. Marshall Rose	KTM dnf
4. Alan Randt	KTM 60	2. Jay Hall	Hus 83	1. Tim Mitchell	Yam 179	B Senior		3. Fred Perry	Suz dnf
5. Jack Lafferty Jr.	KTM 66	3. Richard Heins	KTM 95	2. Ron Murhon	KTM 182	1. Bob Shughart	Kaw dnf	4. Brian Burke	ATK dnf
Regional AA		4. Dan Griswold	KTM 99	3. Mark Roll	KTM 366	2. Steve Barber	Kaw dnf	5. Todd Heck	KTM dnf
1. Michael Lafferty	Kaw 54	5. Cliff Tenney	KTM 100	4. Ed McGall	Hus dnf	3. Chester Rusiloski Jr.	KTM dnf	C Four Stroke	
2. Chris Smith	Suz 57	A Four Stroke		5. Craig Copeland	Suz dnf	4. Dave Verdetto	KTM dnf	1. David Baldwin	Hon 164
3. Bill Atkinson	Kaw 70	1. Kenny Hammond	Hon 81	B Medium Light		5. Robert Fischer	ATK dnf	2. Richard Bookamire	Hon dnf
4. Marc Grossman	Kaw 176	2. Thomas Napier	Suz 166	1. Rob Morris	Kaw 106	B Super Senior		3. Bradley Barr	Hus dnf
5. Dale Hiles Jr.	Yam dnf	3. Christopher Gee	KTM 174	2. Tim Steese	Kaw 133	1. Tim Stibitz	Hus dnf	4. James Yurky	Hon dnf
A Light		4. Pat Emmons	Hon 206	3. Jim McCommon	Yam 170	B Veteran		5. Steve Pfeffer	Hon dnf
1. Craig Shenigo	Yam 91	5. Douglas Groff	Suz 249	4. Jeff Moyer	Kaw 226	1. Don McKeehan	Kaw 100	C Veteran	
2. John Smith	Suz 95	A Senior		5. Joe Tavani	Kaw 240	2. Gil Griggs	Suz 112	1. Andrew Bradway	Suz 334
3. Craig Hayes	Hus 96	1. Wick Wickline	Suz 104	B Medium		3. David Bostrom	Kaw 121	2. Lance Dagnall	ATK dnf
4. Brian Smith	Suz 129	2. Tom Ebersole	Hus 115	1. Russ Weist	Suz 105	4. Robert Kozacheson	KTM 136	3. Chris Hunter	Hon dnf
5. Skip Montana	Suz 130	3. Jack Lafferty Sr.	KTM 127	2. Scott Ashway	Kaw 115	5. Steve Mason	Suz 205	4. Peter Arcadi	Hus dnf
A Medium Light		4. Scott Wolfersberger	Yam 143	3. Ken Law	Suz 142	C Medium Light		5. Bob Hammond	Kaw dnf
		5. Richard Daly	KTM 187	4. Craig Cossaboon	Kaw 151	1. Peter Semenach	Kaw 291		



Chris Smith picked up a second in the regional AA class. The mud must have been easy after riding the Six Days.



Jeff Russell had no chance of taking the championship, but his second place AA class finish netted him third for the season.



Steve Hatch started out strong, but waiting at an emergency reset cost him the win and the possible championship. Next year....

would be the most natural thing to do, if you come up to a reset that was obviously put in place in a hurry, and didn't appear on the route sheet? A club can easily cut a section out and slap up a reset sign to correct it, but it would be a rare club indeed that had the manpower and foresight to throw a sneaky check in to find the gamblers. The best thing to do in this case is to reset your mileage and floor it, and stay on your toes. Two guys did it and it worked,

but it was quite a gamble.

Hatch picked up a point on Hawkins at two more checks, but then lost a point at two other checks, and when they slogged into the finish it was Hawkins with the race and the championship, 39 to 41.

Jeff Russell tried to stay with them, but only could muster 47 points for third, while Kelby Pepper, who hails from Colorado and couldn't believe what eastern mud was all about, hung in for a fifth

overall with 56 points, behind ECEA's Grand Champion, Mike Lafferty, who finished with a 54.

From there, the points really started climbing. Danny Nenstiel rode the wheels off his Yamaha for High Point A (72 points), and Craig Shenigo (Yam) took the A Lightweight class with a 91. Jeff Kirchner (Kaw) dropped an 87 to win the A Medium Light class, and Ross Benson (Suz) took the A Medium class with a 73, very, very

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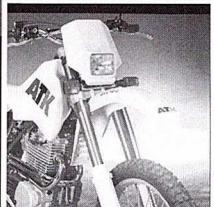
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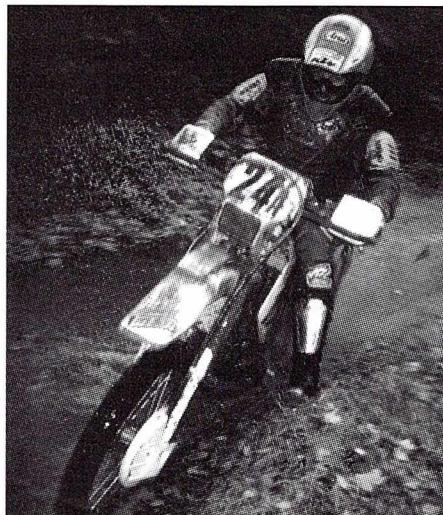
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close to Nenstiel.

Michael Slechta Jr., of Greenwich, Connecticut, was the top finisher in the A Open class with an 83, riding a KTM, and with that win he wrapped up the AMA National Enduro Championship in the A Open class. Way to go! Kenny Hammond (Hon) won the A Four Stroke class, and Wick Wickline (Suz) won the A Senior. Bruce Trippett (Hon) won the A Super Senior class, and Todd Reder (Suz) won the A Veteran class.

David Waltz, of the B Medium Light class either wasn't fooled by the reset before check eight, or was too tired to care, but it made all the difference in his score, leaving him with a substantial 92, but also the High Point B award to carry home. Tim Mitchell won the B Light with a 179, and Rob Morris took the B Medium Light with a 106. Russ Weist did one point better, with a 105, and had the B Medium class in the bag, and Mike Rogers of Jackson, Michigan, took the B Open with a 109. Jeff Focht was the top scorer in the B Four Stroke class with a 170, and then things start getting interesting: nobody finished in the B Senior class! Bob Shughart from Carlisle, PA, got the farthest along of any of them, making it to the 11th check. Same story for the B Super Senior class, but Tim Stibitz of Easton, PA, got as far as the fourth check, and that was all he needed...which was probably a big surprise! The B Veteran class fared a little better,



Michigan's Alan Randt said it was "just like southern Ohio!" and finished fourth AA behind KTM teammate Kelby Pepper.

and Donald McKeehan took his Kawasaki to the top with a score of 100 even.

High Point C went to Michael Bradway of Vineland, NJ, who, by the looks of his scores just hammered through the course and never looked back. He finished up with the very respectable score of 125, and in the ECEA ranks he just moved out of the C class, as well. Peter Semenach was the only finisher in the C Medium Light class, riding a Kawasaki to a 291.

Everybody else in that class was scored to checkpoints. Brian Carol, a neighbor of Bradway's, topped the C Medium class with a 134. David Sekelsky was the only finisher in the C Open class, and David Baldwin shared the same honors in the C Four Stroke class. Mike Bradway's brother, Andrew, was the top finisher in the C Veteran class, as well as the only finisher.

And that was all they wrote. It was a lousy day afterwards for standing around and bench racing, but all of the national AA riders agreed that D.E.R. puts on a good enduro. The course was tough and long, the check placement was right on, and the check locations definitely kept you on your toes. High points should be given the club for the new start location at the Delaware National Guard Armory in Delaware City. They had a big, clean, heated building to do sign-up and scoring in, a kitchen to work with and plenty of tables. It was a safe haven out of the rain, which is much more than what we'd have at Gloryland Park, the old location.

On top of that, the club members, volunteers and section leaders did a great job, and put up with all the bad weather the riders did, with little to do to keep themselves warm. Get ready to do it again; because Delaware has a national on the schedule for '94, on October 30. Maybe, if we're lucky, we'll decide the championship once again. And if we're really lucky, it won't rain this time! □

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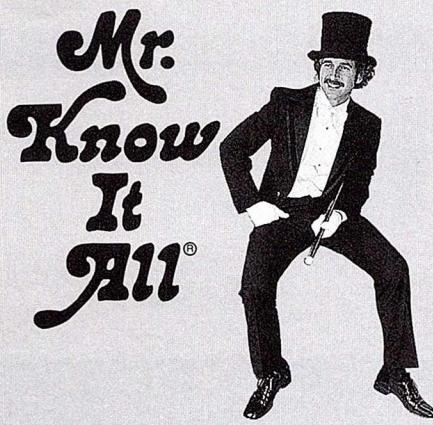
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OFF-ROAD VS. STREET

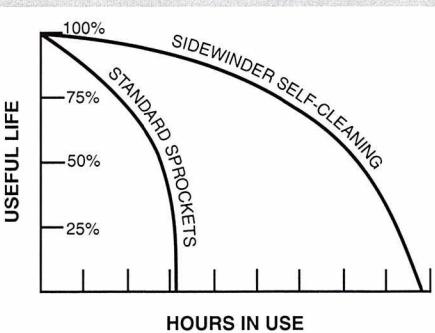
The first sprockets were designed for only street bikes over 60 years ago. Dirt bikes were not even dreamed of at that time. With off-road use (in the sand, mud and dirt) many serious problems became apparent. Chain clogging, chain toss, power loss, lockup and unbelievable premature wear is what the dirt biker came to expect. Using street-type sprockets on a dirt bike became obsolete when SideWinder introduced the first self-cleaning design in 1980. The concept proved so obvious that every sprocket maker (except stock of course) broke down and copied SideWinder's Self-Cleaning Principle just to stay in business.

STOCK SPROCKET NIGHTMARE

The standing joke among riders is "the stock sprockets wear out when you roll the bike out of the showroom". The reason is economics. The manufacturers spend vast amounts on engine, chassis and suspension design. Sprockets, chains and other minor items on the bike are bought from the lowest bidder. In the case of sprockets, they are stamped out in mass production factories and they are cheap. They do, however, hold the chain up 'till you get the bike home.

The true curse of a stock sprocket is that it has no self-cleaning feature at all. On any off-road bike, these babies are doomed to an early grave. The message is clear as a bell here:

If you want stock sprockets to last . . . stay on the street — don't go in the dirt!



For any off-road use, SideWinder Self-Cleaning Sprockets deliver up to 3 times more useful life than any other design. This benefit saves you money and eliminates a lot of hassle . . . nobody likes the chore of replacing sprockets!!

TECH REPORT #22

DIRT BIKE

Midwest Editor for 7 years; original creator of the "Mr. Know-It-All" technical column; Bachelor of Science, University of Detroit; Masters of Engineering, IIT; raced 250cc and 500cc Amateur Motocross for ten years; 25 years in the racing industry.

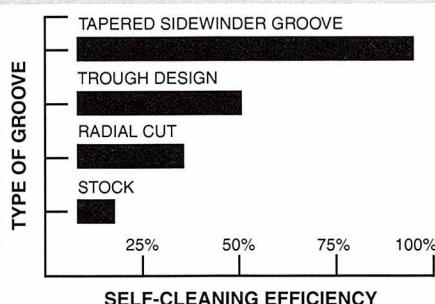
WHO MAKES THE BEST SELF-CLEANING SPROCKETS

You Know Who . . . But Let's Talk About It

SIDEWINDER'S SELF-CLEANING CONCEPT

Self-cleaning SideWinder grooves serve each sprocket tooth to provide an escape path for debris that would normally be trapped between the sprocket teeth and the chain roller of a standard street-type sprocket. SideWinder engineers researched and tested dozens of prototypes for years before selecting and introducing the most perfect design.

SideWinder's first, true dirt-bike sprocket evolved into an elegantly simple design that has proven itself as the absolute best. The grooves are full 18 degree taper for maximum efficiency of debris transfer. The grooves are stationed on alternate sides of the sprocket face so strength is not compromised. Every tooth is provided with a self-cleaning channel. The alternating pattern distributes all the side loads evenly to maintain the best chain alignment. These patented features provide the off-road rider with the most reliable, longest lasting sprocket that has ever been on the market.



SideWinder's full taper, alternating pattern, groove design delivers maximum efficiency in removing destructive debris. This is why they last so much longer than all the others.

WHY NOT SUNSTAR?

No Contest Here!! Sunstar doesn't even make a self-cleaning sprocket. They use punch presses to stamp out their sprockets. Their own catalog admitted trying to put grooves into their sprockets resulted in all of them cracking. My advice is that if you use Sunstar — stay on the street! Don't go in the dirt!

WHY NOT RENTHAL?

Renthal's design was one of the first prototypes that SideWinder rejected in 1980. Putting channels on both sides of the same tooth weakens the tooth structure of the sprocket. However, it's a great idea if you are cutting a tree down. Also, the channels are not

tapered and end abruptly. This causes the debris to back up into the chain defeating the concept of self-cleaning. Next . . . !

WHY NOT AFAM?

The French produce great wine and beautiful women, but their attempts at sprocket design are pretty lame. Their idea of a channel looks like a flood aqueduct in Los Angeles. By avoiding the round, tapered groove, they sidestepped legal problems with SideWinder. However, their channel design, with two sharp edges, introduces tremendous stress points that impair reliability. The French chicks and vino are great, however!!

WHY NOT RADIALITE?

Leave it to the British to produce the ultimate tribute to the mental "passing of gas" in a sprocket design. First, they machine a groove around the sprocket which is not "radial" but "circumferential". So what's in a name, right? Secondly, the depth of their groove is insignificant as far as achieving any self-cleaning action. Thirdly, by undercutting the sprocket teeth on both sides, Radialite has achieved the ultimate in strength reduction. I suspect Renthal and Radialite engineers (both British) were originally lumberjacks as this is another perfect way to cut down trees . . . TIMBERRRRRR . . . !!

SIDEWINDER: YES, YES, YES!

The truth is that SideWinder invented the concept of self-cleaning sprockets. SideWinder experimented with all the designs that proved inferior and discarded them. All the others are poorly thought out copies using these reject designs that SideWinder scrapped out. SideWinder was first and remains the best!!

TOP SECRET NEW DESIGN

Just when many sprocket manufacturers are publicly going on record saying "nothing much more can be done to improve sprockets", SideWinder is now in the process of patenting another incredible improvement that will blow everybody away again. The new innovation is expected to be introduced in Spring of '94. Sorry, I'm restrained from further comment at this time.

Any questions? You can write to:

Mr. Know-It-All

P.O. Box 280 • West Chicago, IL 60186

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CATRA II

The race New Englanders love to hate!

by Paul Clipper

Fishouse, NY 10/10/93

Without a doubt, there is no other NETRA hare scrambles that commands the respect given to the Capitol Area Trail Riders Association's two seasonal races. CATRA I happens in the spring; oftentimes while the ground is still just a little bit frozen, and always when the mud is good and soft. One spring CATRA I recall featured a section that was easily 50 yards long, composed of nothing more than mud the consistency of black mustard and nasty bonehead rocks. If you're a real (okay, read "old") enduro rider, this kind of section brings tears to your eyes. I had come up to cover the race, and left my bike at home, but as soon as I saw that I made a pledge to bring up a bike and ride that course as soon as I could. Notice I didn't say "enter the race." I may be crazy, but one has to ease into these things slowly.

So my next time up was this fall, for the CATRA II race of '93. The leaves were turned all sorts of autumnal colors, the sun was out, and the course was basically dry. The majority of the course you could get to quickly from the parking area looked easy, no doubt, but it seems to be a point of pride to not let "easy" and "CATRA" be spoken in the same sentence. Trail boss Bob Young is not a CATRA member who would want to be accused of putting on a

pansy run, and neither is Roger Schultz. Roger is the club's demon trail cutter. I've been told that on Thursday afternoons Roger likes to get all of his sharp tools out and head off to CATRALand for a little bit of exploration and trail cutting. If the trails in this Fishouse hare scrambles have left an impression on you, Roger is the guy you have to thank.

On my exploratory laps around, I noticed a few sections that made my blood run cold, but by far the most memorable was the Whisky Hills section. If there were awards for trail sections, I would insist that this was a winner. Roger had hacked out a

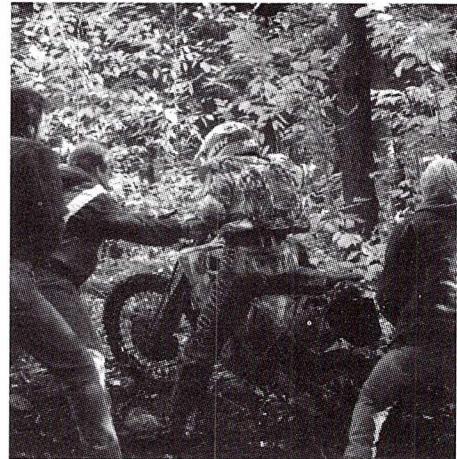
Ode to Fishhouse

I was starting to get cocky. I felt good. I felt like I was in shape. Time for a reality slap. Time to go to Fishhouse, time to race the dreaded slop of CATRA. CATRA. A race so nappy, grown men rip their own heads off rather than do another lap. Springtime CATRA: Mud with ice underneath, tricky little ruts from hell chock full of nice big rocks. Yum yum. CATRA in the summer: Yipeel! 105 degrees, dried out slots of dirt, long root-laden trails beat by four races a year, the ground stripped away by fresh knobbies trying in vain to retain control. CATRA rules, CATRA rips your spine out and holds it for you at the barrels. Races like this make guys like Kevin Hines moan; not the bad moan, not the OH NO moan or the pain moan. The other one, the foreplay moan. I can hear him counting the carnage now. In a strange way I miss CATRA, just like I miss my dad beating me senseless after I pulled another Jerry horror show. Give me CATRA or give me death...oh what the hell, it's all the same.

Prose by Jerry "Quit Three Times at CATRA" Bernardo



P.J. Peculis, barely 45 seconds behind and hammering towards the second overall spot. Look out for this guy next year!



Scott Phelps getting a little bit of help 100 yards from the finish. He did win, though, and took home the NETRA championship.

hare scrambles course that you can just pin it on. Every little section is very technical, and demanding of as much attention as you can muster. There are quick, nasty uphills, surprising downhills, rutted sections, swampy sections, and maybe the most surprising is that there are spots that resemble the finest trails you've ever ridden. There's only a resemblance because the trails are too short to be fun. It's just enough fun riding to keep you going each lap, working towards the finish.

This year, by the time of CATRA II, it was almost a foregone conclusion that Scott Phelps, riding for Dirt Works Cycles, was going to win the NETRA championship. He was only a handful of points and two races away from the end, and really all he had to do was finish at CATRA and he would have it in the bag. However, to make things really interesting, Tommy Norton arrived, and it looked like it was going to be a classic battle between Norton and Phelps. It probably would have been, but on the start Norton missed the holeshot and went into the first few turns in traffic. Near as they can figure, he and Chris Crispin tangled for a brief moment, only there wasn't room in the trail to tangle, and Norton got rubbed off on a convenient tree. Tommy Turtle finished the lap with great difficulty, and then pulled off with a few major bruises and a couple of very possibly cracked ribs.

That left the race to "Bubba" Crispin, Phelps, and the rest of the NETRA regu-

nice single-track trail down the side of a hill. It was all off-camber, punctuated with a couple of tricky humps at the beginning, and studded with invisible boneheads under the surface. Oh yeah, the surface was a watery black slime, since the whole side of the hill was a spring-fed swamp! It was the first time I ever saw an off-camber swamp. To be honest, it wasn't difficult to ride through, but it looked horrible every time you approached it.

The rest of the course was just treacherous. For most of us, it's not the kind of

lars—Yamaha rider P.J. Peculis, Randy McCann on a Midtown Kawasaki ride, Dave Gunn, also on a Kawasaki. This has been the main group, working on the championship this season, and when the initial position swapping settled down, it was Scott Phelps in the lead...not running away with it, but comfortably in control.

After Norton's crash, the most exciting part of the race was being on the last uphill before the finish of the last lap. Lappers cruised by, or struggled up the hill, while the race-watchers kept an eye on the woods at the bottom, and an ear out for the sound of a bike running mostly on the main jet. Finally, here came Phelps! He attacked the bottom of the hill, charged up the main rut, and then got stuck for a second behind a lapper. As close as he was we could all tell he was tired, and with no great line around he tried to jump out of the rut in too high of a gear. The YZ stalled, but fired right up back to life, and then he dog-paddled his way up the hill, losing valuable time.

Another bike was coming fast, right away, and it was Peculis, who was not long ago a Junior rider, but was now nipping at the heels of the AA class. Peculis came up the hill with none of the trouble suffered by Phelps, but he was a little too late to catch up in the short distance to the barrels—he finished only 45 seconds behind Phelps. Third, and a minute behind Peculis, was Midtown's McCann, who has been chalking

CATRA II	Veteran Expert	3. Tom Wallace	Hon	3. Gary Arnett	Yam
Scott Phelps Yam	1. Roger Billharz KTM	4. Bob Santheson	Hon	Four Stroke Novice	
Overall Champion	2. Steve Peloquin KTM	Veteran Amateur		1. Lon Peters	Hon
P.J. Peculis Yam	3. Herb Murdoch Suz	1. Charles Hinckley	Hon	2. Robert Faulds	Hon
Expert Overall	4. Dennis Byrnes Yam	2. Art Yanke	KTM	3. George Lankton	Hon
Mike Millett Hon	5. Bob Comalli Yam	3. Art Randolph	Yam	4. Walter Lichtry	Hon
Amateur Overall	Senior Expert	4. Brad Robertson	Hon	Veteran Novice	
Jared Wheelock Hon	1. Al Desrosiers Suz	5. Chris McGrath	Yam	1. Steve Labreaque	Suz
Novice Overall	2. Steve Formanek Kaw	Senior Amateur		2. Richard LaRiviere	Yam
125 Expert	125 Amateur	1. Roger Schultz	KTM	3. Larry Kiernan	Hon
1. Jason Haines Kaw	1. Mike Millett Hon	2. Peter Shafran	Suz	4. Garth Bean	Hon
2. Paul Blanquart Yam	2. Paul Johnson KTM	3. Rick Hesser	Kaw	5. Dave Dufresne	KTM
3. Steve Formanek Jr. Kaw	3. Ken Callahan Kaw	4. Victor Tiship	KTM	Senior Novice	
4. Todd Levesque Yam	4. Steve Rancourt Kaw	5. John Millett	Yam	1. Paul Dumais	KTM
5. Ken Law Yam	5. Dennis Anderson Yam	125 Novice		2. Richard Tessier	Kaw
200 Expert	200 Amateur	1. Brian Dawson	Suz	3. Joe Fratianni	Kaw
1. Arthur Menzel Kaw	1. Mark Olson Kaw	2. Luke Dawson	Suz	Super Senior	
2. Todd Dabkowski Kaw	2. Randy Law Kaw	3. John DeSanty	Yam	1. Dave Verdetto	KTM
250 Expert	3. John Sullivan Kaw	4. Edward Wols	Kaw	Women	
1. Scott Phelps Yam	4. David Fraser Kaw	5. Dale Wager	Yam	1. Sherry Landry	Kaw
2. P.J. Peculis Yam	5. Scott Raymond Kaw	200 Novice		2. Linda Lascaleia	Kaw
3. Randy McCann Kaw	250 Amateur	1. William Pendleton Yam		3. Pam Minella	Hon
4. Chris Crispin Hon	1. Todd Quail Suz	2. Tod Croff	Yam	4. Dawn Sarhi	Hon
5. Dave Gunn Kaw	2. John Mallby Hus	3. Steve Dayo	Kaw	Junior	
Open Expert	3. Michail Rae KTM	4. Curtis Cowell	Kaw	1. Mike Formanek	Kaw
1. Randy Morehouse KTM	4. Brian Brazean Hon	5. Tim Nelson	Kaw	2. Luke McNeil	Kaw
2. Brian Maranda KTM	5. Bruce Darling Hus	250 Novice		3. Corey Neumann	Yam
3. James Kirchner Hon	Open Amateur	1. Jared Wheelock Hon		4. Doug Stroh	Kaw
4. Jim Simcock ATK	1. James Stoddard KTM	2. Richard Dingman Hon		5. David Bradley	Kaw
5. Norm Turnberg Hon	2. Glenn Giumarra Hus	3. Michael Veeder Hon		Mini	
Four Stroke Expert	3. Bruce Bellinger Kaw	4. Michael Mullady Hon		1. Ron Brundige	Yam
1. David Carlson Hon	4. Rick Lunder Hon	5. Steve Ecker Yam		2. Hans Neff	Yam
2. Lee Pelletier Suz	Four Stroke Amateur	1. Steve Wujcik Hon		3. Ben Britch	Hon
3. Jon Fuchs Suz	2. Gus Bender Hon	1. Bill Metzger KTM		4. Todd Santheson	Suz
4. Bill Drummy Hon		2. Tim Gallagher KTM		5. Eric Pouliot	Suz

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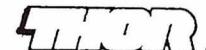
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MS RACING





The Mini class saw Ron Brundige once again take the win on his YZ, with a comfortable two-minute margin over Hans Neff.

The Novice class also had their battle earlier, and Jared Wheelock was the overall finisher for the Novices, riding a Honda in the 250C class. At the same time, the Women's class was doing battle, and Sherry Landry took the win, trying to gather a few more points in pursuit of Diane Comalli. Diane, however, knew she had the championship in the bag, and was riding in the C125 class.

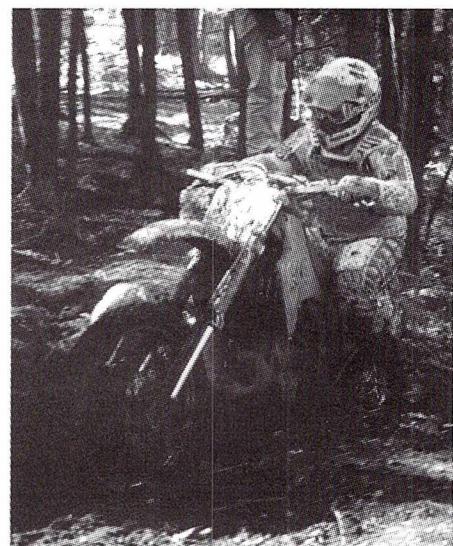
So Phelps took the overall, and P.J. was credited with the Expert Overall win. Mike Millet was the top finishing Amateur rider, riding in the 125 B class, and, as I said earlier, Jared Wheelock won the Novice class.

We would be remiss if we didn't mention the CATRA club's excellent concessions, which, if we're correct in guessing, is under the direct management of Rita Young. They had plenty of coffee in the morning, and good food all day long. Rita does an excellent job, even though she and her crew have to work in a tent all day—and it was mighty cold in the morning! What CATRA needs is a clubhouse, but we understand the taxes on such a property improvement would cost them an arm and a leg, even in Fishouse, New York. If they do go that far, though, we'd also like to recommend paving the parking lot, installing showers and heated changing

Some of the CATRA trails are just great, but deep back in those woods and hills is where all the swill of the world is created.

up good finishes all season, and will probably be a real threat to the regular overall contenders in '94.

Speaking of the Juniors, earlier in the day the Juniors and Minis had their go at the course, and Mike Formanek won the Juniors, after battling it out with Luke McNeil, who finished barely ten seconds behind him. Both of them ride Kawasakis.



Randy McCann attacked on the last lap, but couldn't get past P.J. Still, he finished third overall with some valuable points.

booths, and including the services of a masseuse in with the entry fee.

Seriously, CATRA is always an epic race, and it's put on by a club that does an excellent job. It might be a little tough, but afterwards you really feel like you've accomplished something...like taken a few years off your life expectancy...but hey, it's all for fun anyhow, right? □

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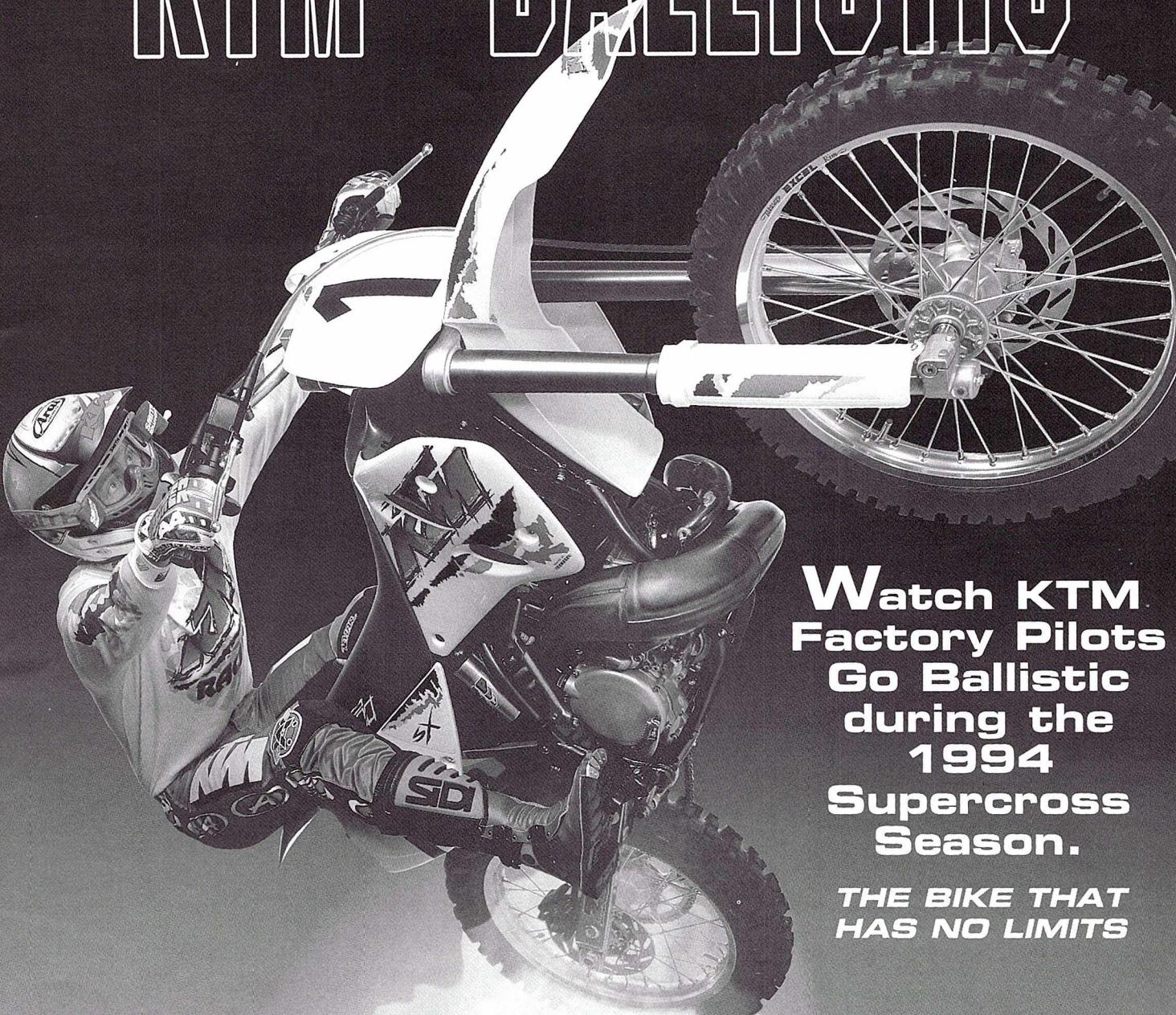
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The 1994 KTM 250 SX

Mail Order Service: How to Do It Right

By Dan Sinkoff "The Duke of Dent", Owner of Finish Line Products Co.

Every one of us at one time or another will need and use the special expertise of someone for service other than our local shop. Whether it's your suspension being sent out for expert set-up, cylinder for boring or porting, boots for resoling, expansion chamber for repair or anything else that tickles your fancy, this article might save you a lot of aggravation.

The first thing that you should do is contact the company that you are going to do business with. I know that you read the ad in the magazine and don't feel that you need any more info than that, but do it anyway just to confirm all the details. Ads cost a lot of money to run and sometimes intricate details are left out if not necessary. Listen and take notes. Do not rely on your memory. Ask questions and answer questions that are asked to you honestly without distorting the truth. It is difficult to cover every minute detail without being face to face with the company you are dealing with, but it is absolutely necessary! In the case of suspension re-valving, make sure the company knows exactly what you want—if you don't, you're very likely to get back a set of forks that still aren't right. Don't be disappointed if after your parts are received that hidden damage or other problems might be found that may increase the amount of labor you will pay for. We all have the habit of assuming that our equipment is in much better shape than it usually is.

Now that you have all the information that you need it is time to find a sturdy carton to ship your parts in. Be sure to use sufficient packing materials such as crumpled newspaper to cushion your parts. Check the bottom of the box to make sure it is securely closed, this is overlooked by many. If you have any doubts tape it again.

Use tape designed for packaging! Masking tape, Scotch tape, paper tape, etc., don't work well and should not be used. Make sure that you enclose a note explaining what you want done, including your return address and telephone number. Try to attach your note to the part. Don't just throw it in the box, it may fall out or get hidden in the packing material. Don't tape it to the inside of the box

either. If the wrong end of the box gets opened your info may never be seen.

Securely tape the top of the carton and be sure to address the carton legibly on one side only so that it gets to its destination without delay. Check to see if any old addresses are on the carton and cross them off so they can't be misunderstood with yours. If you use a shipping service (i.e. Packaging Plus, Mail Boxes Etc.) they will use their own label showing their address as the shipper, and they will remove your address. Boxes can get mangled and handled roughly rendering your return address useless. This is why you put your information inside: so that the company you are dealing with knows who the

either price or service. The only exception here may be for Canadian shipments. By using the Postal Service you can avoid ridiculous customs fees that the others have to charge. Remember to consider insurance if the value of what you are shipping is more than the minimum offered (UPS basic minimum insurance is covers only \$100 value).

Ask the company you're dealing with how payment for service is made. If they accept credit cards be sure to include the correct full name, account number and expiration date with your other information. Omitting any part of this information could delay return of your parts. If it is COD make sure that someone will be available to pay for it

or it may be returned to the shipper and cost you later for reshipping back to you. If pre-payment is desired, include with your parts the correct amount told to you with the correct negotiable instrument (money order, check, certified check), if not it could delay return.

Don't procrastinate! If you are thinking about doing something by mail-order, do it. Many people don't take travel time or "turn around" time into consideration when using a mail-order service. It takes time for things

to move around the country and for work to be accomplished as opposed to walking into a shop and handing your parts over for service. I can't tell you how many races have been missed by my customers alone, most times by only one day. If you break something that needs to be sent out on Monday in order to get it back in time for the following week end, take it off Sunday night and take care of it immediately on Monday. The longer that you wait the more costly it gets to have your parts in fewer days.

If all of this is to much to handle or you just don't want the hassle, take your parts to your motorcycle dealer or shop and have them take care of dealing with the service company that you choose. They most likely deal with them already and know exactly what to do. Depending on your relationship with your dealer you may have to pay a slight service charge for them doing this for you, but it may be worth it to avoid all the hassle! □



parts came from. Remember that the person opening your box is not Kreskin and without this information he is helpless until you contact him wondering why your parts are taking so long to return.

There are many ways to get something shipped. By far the standard of the motorcycle industry is The United Parcel Service (UPS). The majority of the time they can ship your package the most efficient, cost effective and quickest way possible compared to all others. Federal Express does a great job too, but they are more expensive and only offer air service. RPS (Roadway Package Systems) runs a distant third and they have some service limitations. Others to consider might be Airborne Express and DHL Worldwide Express.

What about the U.S. Postal Service you say? Use them as a last resort and only use first class mail or higher or pay the consequences later. They are the best in the business at delivering letters but can't match the others for package delivery in

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MUD BATH IN HOLLAND

The easiest ISDE turns into a nightmare

by Paul Clipper

So none of us here at Trail Rider actually attended the ISDE in Holland this year. I wasn't interested; the last time the ISDE was held in the Netherlands it was out and out boring. There are no forests over there, no woods trails. The only thing they have is farm fields, and motocross tracks for special tests. When we were there in 1984 the day's "trails" were nothing more than paved roads, dirt roads, and an occasional dash across a potato field. I remember being jubilant on the third day, when I finally found a section of dirt road that actually made a turn around a small stand of trees. I believe it was the only photo from the Six Days that actually had a couple of trees in it.

So this year promised to be more of the same—since that's all the Dutch have to work with—and it would have been, if it hadn't rained. From what we understand it rained for six weeks prior to the event. It rained the week before while the guys were all preparing their bikes; and, it rained torrentially on the first day of the event, and then throughout the week. 524 riders started on day one, and only 134 of them finished within their hour. With attrition like this, the Dutch were faced with the probability of having the first ever four-day Six Days, so they decided at the Jury meeting that night to reinstate any rider who made it to the final check and re-impounded their bike. The rider would take whatever time penalty they had accumulated, but they'd still be able to start the event the next morning.

Our team hopes ended on the first day, when we simply lost too many riders on both the Trophy and Vase team. Randy Hawkins had the unenviable job of riding a 125 in all this slop, and all the strain seized the engine on the little bike before the end of the day. He actually managed to rebuild it in the middle of a farm field (with a little help, admittedly), but got to the end a few minutes too late. He was reinstated after the Jury meeting, of course, but still with a massive time penalty, as well as a weakened 125. The bike ultimately didn't make it, and by the third day it completely toasted the cylinder and had to be parked.

David Rhodes, also on the U.S. Trophy team, barely made it through the first loop, after smacking something—probably a

rut—and cutting an oil line on his DR350. He was putting oil in at every check, but it was losing oil too fast and finally locked up halfway through the day.

There were no more rider losses to the Trophy team during the rest of the week, but with nasty mud and driving rain most of the days everybody suffered horribly, and the machines took the worst of the beating. Ty Davis wound up finishing as the top American rider, although he had

it into a canal. It's not really that difficult; the Dutch use a lot of small paths alongside canals as part of the course, and there's very little room for mistakes. Josh happened to fall into a deep one, sucked the engine full of water and, from what we're told, had to find serious help to get it out. Scott McLaughlin was the casualty on the second day, when a bad crash landed him in the hospital for a short bit. He had hit a railroad tie buried in the mud, lost his helmet and ended. He figures that he had forgotten to strap his helmet after the preceding check, and is very lucky that all he got out of the deal was a black eye and a concussion.

The third day saw the retirement of Chris Smith, whose RMX250 overheated and seized, parking him out on the course. Team member Pat Garrahan was the only one to make it to the end, although his CR125 still didn't manage to finish the final moto, seizing up solid halfway through the final race. Even so, he managed a 12th place finish in the 125 class and won a bronze medal.

Everybody had stories to tell. Steve Hatch also wound up in a canal on day two, and had to have help from Chris Smith and Rodney Smith to get back out. He didn't do any engine damage, however, and still finished the week on bronze. Jeff Fredette suffered the first bad mechanical problems in his long history of 14 ISDEs, and replaced his cylinder on day three. However, he didn't get it right and had to re-do it later on, but still finished the week.

All this trouble can really be largely attributed to the Dutch soil, which is a combination of extremely fine sand and clay, and it most resembles a very fine valve grinding compound. It sticks to everything it touches, and it especially likes to pack up in the fins of radiators. Dutch sand can pack a radiator so solid it is completely useless for cooling fluid, hence the large numbers of seizures. It demands extreme measures to keep sand off, and makes maintenance all that more difficult because cleaning equipment isn't allowed. The Dutch team had it wired in '84, with a full service barn set up near the finish, complete with power washers and a staff of mechanics to maintain the machines (both sets of machines, we assumed). They may have had the same thing this year, but it still wasn't enough to



Fred Hoess rides a Dutch special test track, one of the few that weren't under water. (William Ostenfeld photo)

only enough points to win a silver medal. He did bring the U.S. squad a brief moment of glory, however, by winning his final moto overall by a wide margin.

Fred Hoess finished on silver as well, after screaming his Husky 125 around the course for six days. He lost route points but never lost the motor; his 125 was one of the very few that didn't see a top end job during the week—although he admits that it was "real tired" by the finish of the event. Rodney Smith was the only other Trophy rider to finish on silver.

The Junior World team didn't fare any better, when Josh Whittaker lost control of his KTM in the mud and wound up flipping



Kerry Clark picks Holland as his first Six Days, and definitely got his money's worth of mud.

keep all their Trophy riders running.

The sand also makes for horrendous ruts in the course. Miles and miles long, some muddy, some just damp and rock hard. Some of the ruts were handlebar deep—no exaggeration. Without a doubt it had to be the most demoralizing Six Days ever, for all of the riders and support people attending.

Local riders involved this year include Kevin Bennett, Mark Lambert, Marc Grossman, Kerry Clark, Fred Hoess, Chris Smith, Steve Hatch and Tom Ebersole. Bennett was practically the first rider out

Talking to Kerry Clark, ISDE Rookie

by Mike Snyder

TR: So, what was it like competing in a different country for the first time?

Kerry: It was pretty neat actually. A couple of the terrain or special tests reminded me a lot of the Rhode Island national hare scrambles course but, other than that, we didn't ride anything that even remotely resembled the terrain in the Qualifier series. I was looking forward to riding because the course looked like it would be a blast to race on. That was until the day we all started, when the rain just poured down on us in buckets which turned the event into a survival test. The whole thing was one big mudhole, and you could hardly get through those terrain tests.

TR: Cycle News reported that a whole bunch of people had hoisted out the first day. Did that include you, and tell us how it all happened.

Kerry: No, I wasn't one of the guys who hoisted out. In fact, I had only dropped 33 minutes on the first day which put me pretty high in the 125 class standings. I think like 500 riders started and after the first day, I heard only 150 of us were still riding within our hour. Everybody was pissed and the various team managers were all screaming that they had to do something, so the organizers decided that if you made all the checks and re-impounded your bike, you could re-start. If you didn't make even one check or failed to impound the bike, you weren't able to start again. That particular rule allowed Randy Hawkins to start again and he was, as far as I know, the only rider on the Trophy team that had problems when he blew his bike up in a sand-pit special test.

TR: So, after the first day, how did everything go for you?

Kerry: Well, the first day was something like 226 miles and the second day was the same course only backwards, but they lowered the speed average down to the C schedule. You actually had time at some of the checks, but I still lost something like 13 min-

with a broken leg, Lambert made it to day two, Grossman was out on day one, Clark made it until day four, Hoess took a silver, Smith, Hatch and Ebersole all went home with bronze medals.

It's an expensive sport, and these local guys can't always go it alone. Each of them

received some sort of financial help from clubs. Green Marble Enduro Riders helped Mark Lambert pay his way; Tri-County Sportsmen MC donated to Kevin Bennett's effort; Central Jersey Enduro Riders gave money to Lambert, Bennett, Ebersole, Grossman, Hoess, Smith and Hatch; and

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utes after the second day. I was still right in there as I was running near the top of the 125 class. The third day was pretty uneventful, although the club went back to a faster schedule. I just tried to maintain my position in the standings. On the fourth day, it was just more mudholes and I managed to make it all the way to the section before the second to last check. I just got it into those big ruts and was holding it wide open trying to get through there but I must have overheated it or something. I think the head gasket went because all my coolant was just going out of the exhaust pipe. I was stopping in the puddles and scooping up water with my goggles to fill up my radiator. It finally seized. It didn't actually quit running but it lost all power and would hardly make it over the sand. I pushed it to the check and that was it for my ISDE debut.

TR : A lot of people were complaining about the organizational capabilities of the host Dutch federation. What were your observations?

Kerry : The main bitch that everyone had with the Dutch organizers was that they won't re-route anything. After the rains started pouring down on the first day, the entire course was one big mudhole and the terrain tests were nearly impassable. Once the Trophy teams all went through a particular section, the club riders had to contend with the ruts, which were everywhere you looked and some of them were up to the bottom of your gas tank. Your knees were way up over your handlebars! It reminded me a little bit of the Mohawk hare scrambles in the Berkshires.

TR : Were you able to hook up with anybody from the Northeast that was competing while you were over there?

Kerry : Yeah, I was rooming with Drew and Chris Smith as well as Kevin Bennett. In fact, Kevin was only a couple of rows ahead of me on the first day and we managed to ride together a little which was pretty cool - riding with someone from Jersey in Holland. Unfortunately, Kevin broke his leg during the first day. He set the leg down wrong in one of those ruts and managed to

break the same bone he'd broken seven weeks before, below the first fracture, near his ankle. It was a real benefit to be with Drew because he would help me on what to look out for, where to go to get this or that done and just generally guided me through the whole thing. You can't buy that kind of knowledge. It was a real advantage especially for a first-timer like myself.

TR : With all the trick factory machines that we read about in the magazines that compete at the ISDE, what stands out in your mind when it comes to the machinery over there?

Kerry : Well, those little Gas-Gas 80's were amazing to watch, and the riders had those things flying considering the conditions. That Paul Edmonston guy from Great Britain on a Husqvarna 125 was another person who really impressed me. He supposedly clinched the World Enduro Championship before this event, but what really makes you appreciate how fast he goes is that his bike looked trashed. That is amazing, considering he's a factory Husqvarna rider over there. Against the bikes that I rode with from other countries in the 125 class, my bike was noticeably faster, which surprised me a little.

TR : Was this event a one-shot deal or do you plan on contesting more of these events over the next few years?

Kerry : I definitely want to do this again. I, along with every other off-road racer in America probably, want to race in Tulsa next year but my real ambition is to go and compete in Poland the following year. It's a lot of fun and definitely an honor to go over there representing your country.

TR : Is there anyone you would like to thank for allowing you to race over in Holland this year?

Kerry : Yeah, a whole bunch of people. The Connecticut Ramblers and Rams, the Rhody Rovers, Lungren Motorsports, Mark Pluta who does my suspension, Dynoport, Link, Fox clothing, Malcolm Smith Products, Bruce Porter from Arai Helmets gave me a Team USA lid, and especially my mechanic, Ed Barcey, who put up with me for two weeks in Europe! □

Kerry Clark received a lot of help from the Connecticut Ramblers.

Although they tried in every way possible, the Dutch Trophy team did not win this time around. Instead the Polish team won it, for the first time in ISDE history. The Pole are a great bunch of riders and good people, and they deserve it, for sure. Second in the Trophy competition was the Irish team, which was way far the highest Ireland has ever finished—this is the real Team Green, right?

Netherlands won the Junior World Trophy, with France not much more than 1000 points behind them. The American Trophy team wound up in 13th place, and our Junior World team finished up in 11th.

And that was that. This was the first ISDE in recent history that we really made an effort to seed the Trophy team with MX riders, and we came out with a good team—including Ty Davis and Rodney Smith, along with top woods racers Hawkins, Hoess, Hatch, and David Rhodes—but there was just no way to predict the outcome, with weather like that. And there's no way you can plan or prepare—just take your place in line and hammer on it until the results are posted.

Next year, we get to do it right here in the States, Tulsa, Oklahoma, on September 20th through the 25th, and for this we really can prepare. They give us rain? We'll give them tornadoes! Just plan to be there to cheer the boys and girls on! □



Spy photo by Drew Smith shows a Dutch rider ignoring the course tape and riding around a mudhole. U.S. riders couldn't get away with this.

DEVOL

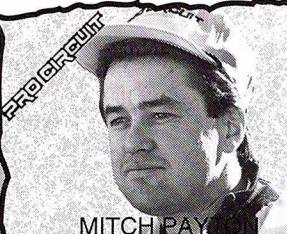
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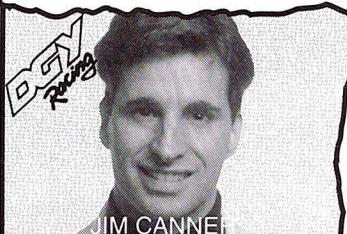
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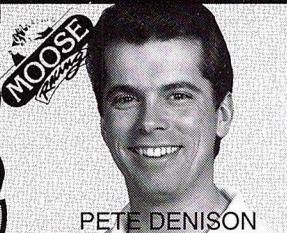
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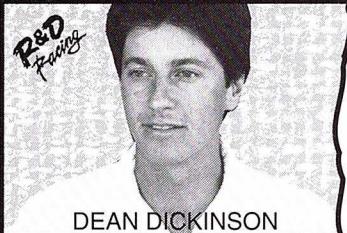
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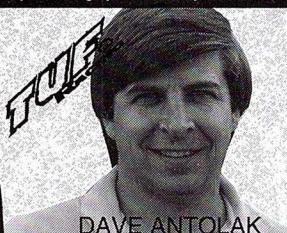
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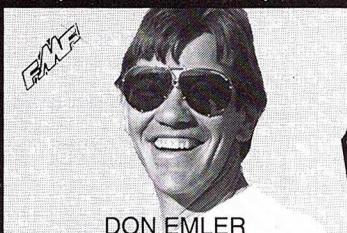
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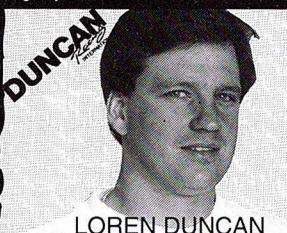
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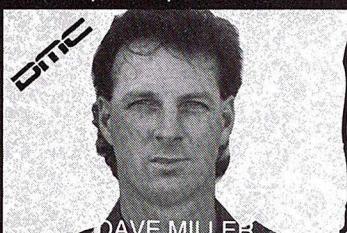
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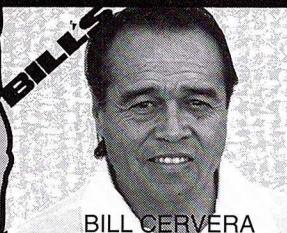
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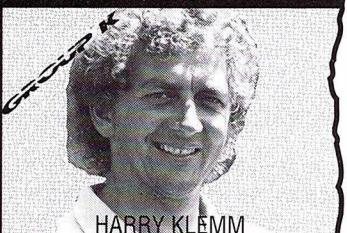
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NOTHING TOPS MAXIMA. NOTHING!



by Mark Uth

Gear Heads

Gearing changes can totally alter a bike's power output characteristics and, frankly put, make the difference between winning and losing, fun and failure. Even subtle changes serve to "tighten up" that wide ratio gearbox or mellow out that seemingly uncontrollable hit. Top racers and professionals are constantly fiddling with sprockets, trying to find the optimum combination for a given terrain. However, for the novice, comparing different sprocket combinations can at times be confusing; without an easy-to-use repeatable procedure, exact results can be elusive.

SPROCKET (FINAL DRIVE) RATIOS: HOW TO CALCULATE

Figuring out the gear reduction of a bike's final drive (chain) is really only a matter of comparing the size of the drive (counter shaft) sprocket to that of the rear sprocket. This can easily be accomplished by even the most mathematically impaired with the aid of a pocket calculator.

The best way to compare the effect of different sprocket combos is to calculate what I call a "sprocket ratio". This, simply put, is the ratio of the counter shaft sprocket size to the rear sprocket size, rationalized to 1. Its figured out by dividing the size of the counter shaft sprocket into the size of the rear wheel sprocket. For example, a 14 tooth counter shaft sprocket and 48 tooth rear sprocket combo (14:48) would yield a 1:3.429 sprocket ratio ($48 \div 14 = 3.429$). The sprocket ratio is independent of chain size, and once calculated, it is easy to compare the net effect of the various potential sprocket combinations (the larger the sprocket ratio, the lower the final drive). A few examples are shown in the chart.

Using the sprocket ratio, one is able to easily compare the fine differences so as to optimize gearing combinations.

TOP SPEED

Another topic along these lines is figuring out your bike's speed in a given gear, and/or overall top speed. This is a similar problem that requires figuring rear wheel

speed compared to engine speed, and how that translates into linear velocity. For this exercise we'll assume a maximum engine (crank) speed of 10,000 RPM. First, consult your owners manual to determine what the ratio of crank speed to tranny input speed is (typically called the primary reduction) and next, the various gear ratios inherent to each transmission speed. For our trusty CR250, the primary reduction is 3:1, while the drive reduction for top gear (5th) is 1:0.869.

From this we can figure out the counter shaft speed in relation to crank speed by the following expression: counter shaft speed equals crank speed divided by pri-

take the sprocket ratio figured out earlier and divide that into the counter shaft speed calculated, as such:

$RWS = 3,836 \text{ RPM} \text{ (counter shaft speed, 5th gear, CR250 @ 10,000 RPM)} \div 3.429 \text{ (sprocket ratio, 14:48 gearing)} = 1119 \text{ RPM}$

So at a crank speed of 10,000 RPM, while in 5th gear, our CR rear wheel is spinning 1119 times every minute. Phew!

The last step is to figure the linear velocity (read: forward speed) at the calculated rotational speed. To do so you need to figure out how much ground is covered each time the rear wheel is turned (assuming no wheel spin). This is accomplished by reckoning the rear wheel circumference. Assuming that your rear rim isn't dinged too deeply, the formula for the circumference of a circle is the ticket: $2 \times \pi \times r$; where r = wheel radius; $\pi = 3.1415$ (constant).

How do you figure out a wheel radius, you ask? A decent estimate can be had by taking wheel rim diameter (either 18 or 19 inches) divided by two, plus tire section height (remember section height, Trail Rider Toolbox, July 1993). For a bike with a 130/80-18 rear tire, the radius would be approximately:

$r = (18 \div 2)'' + 104\text{mm} \text{ (~4.1'')} = 9'' + 4.1'' = 13.1''$

Realistically, SH is actually slightly less, due to tire bulging and the bead seating in

COUNTER SHAFT SPROCKET	REAR SPROCKET	SPROCKET COMBO	SPROCKET RATIO
14	48	14:48	1:3.429
14	51	14:51	1:3.643
14	45	14:45	1:3.214
13	48	13:48	1:3.692
13	51	13:51	1:3.923
12	48	12:48	1:4.000

mary reduction (3 for our CR), again divided by the gear reduction (0.869 for 5th gear); or: counter shaft speed = $10,000 \div 3.0 \div 0.869 = 3,836 \text{ RPM}$

Next, job is to relate the counter shaft speed to that of the rear wheel in order to determine rear wheel (rotational) speed (RWS). To factor in the final drive ratio,

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the rim, so the overall circumference is probably slightly less. We won't belabor the point, however. Continuing, the wheel circumference is thus figured: $2 \times 3.1415 \times 13.1 = 82.31$ " traveled per turn of the wheel. Now comes the fun part (for engineering geeks anyway), converting to miles:

$82.31" \times 1 \text{ foot}/12" \times 1 \text{ mile}/5280 \text{ feet} = .00129908 \text{ miles}$

Finally, the forward speed is determined by multiplying the rear wheel circumference by the rear wheel rotational speed:

$0.00129908 \text{ miles/rot} \times 1119 \text{ rot/min} = 1.4532 \text{ miles/min} = 1.4532 \text{ miles/min} \times 60 \text{ min/1 hr} = 87.2 \text{ miles/hr or MPH}$

Sounds complicated right? Maybe so, the first time, but surely no comparison to your typical 1040 long form. Walk through it once you'll find that changes can easily be plugged in with a simple substitution of a number or two. Next month, a quiz!

The publisher would like to state here that, not being a math head, he has not bothered to check any of the above figures. To do so would cause him severe mental anguish, and most likely acute physical pain. You're on your own, then; let's just hope that Mr. Uth is better with a slide rule than he is with an electrical schematic. □

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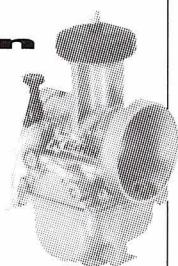


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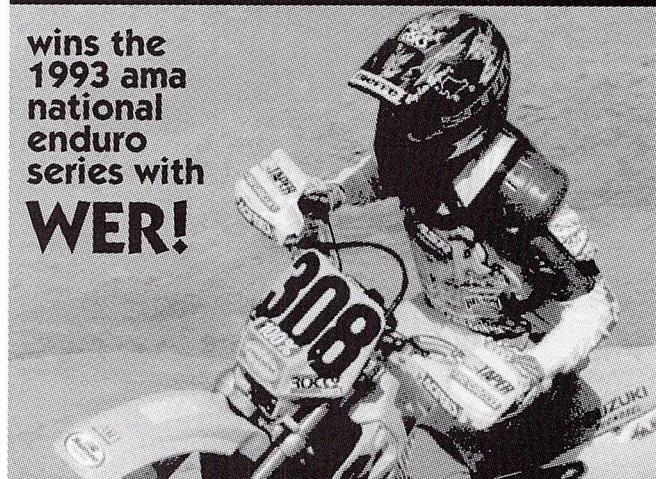
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Sandy Lane Enduro

As usual, it was an enigma shrouded in mystery

by Mark Uth, Photos by Jungle Dave

Green Bank, NJ 10/3/93

It's October. A heavy covering of leaves blankets the forest floor, and it's once again time for the infamous Sandy Lane Enduro. As is often the case, this year's ride proved to be an enigma, defying definition, foiling all pre-race predictions. Many expected a return to the "candy lane" format seen several years ago. Word that the notorious Coyle Field points-taking sections had been chopped into "reasonable" bite-size chunks filtered out and offered a ray of optimism for legions of riders. Club officials, including the Doctor of Disinformation, Dale Freitas, threw plenty of fuel on the fire, to the extent that you had to figure that something was afoot.

Mother nature played her games and threatened to put a damper on things as well. Light Saturday evening showers stubbornly lingered until early Sunday morning. However, the rain quit altogether by around 9 AM and soon thereafter the sun broke through for a afternoon of clear blue

skies. Morning temperatures were in the 50s, while daytime highs drew near 70 degrees—in all, excellent riding weather. The fine weather combined with the non-threatening pre-race expectations and popular split loop format served to lure a healthy crop of 321 riders out for the annual deliverance.

The race was essentially run as one big loop divided by gas breaks and resets. Riders departed the start, five to a row, and spent nearly the next 30 miles riding unchecked down two-track sand roads interspersed with short firecuts. Although no one really expected to be treated harshly this early in the morning, the tactic quickly wore thin. Many a rider were on edge at the day's first break, a gas available located near the ruins of Hampton Furnace. Anticipation was high as shortly after the gas riders were checked into a swampy single track trail section that ran between the Hampton Furnace area and the Forbidden Hills. Due to the rain the day before, this short tight piece was strewn with muddy puddles, slimy ruts and roots. As it turned out though, the end of section contained no checkout and riders who fell behind were able to easily catch up on the blacktop connector that led east to Caranza.

A turn north along the Jersey Central tracks was soon followed by a check-in into the day's first special test (finally!). Sandwiched with secret checks coming and going, nearly 5 miles of tight woods trails ensued, after which nearly all riders dropped points. More connectors and time-keeping followed as riders were led out to county 532, east through downtown Chatsworth and onto Savoy Road. The course then took a right off Savoy Road into "the triangle."

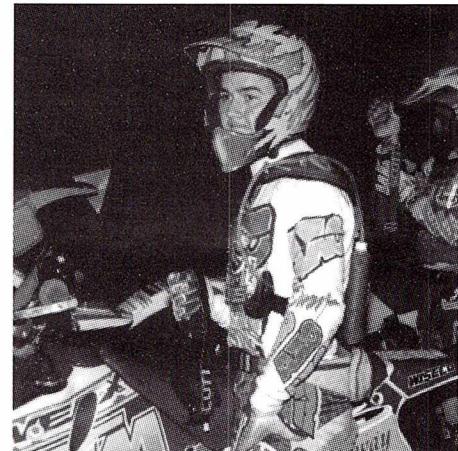
Somehow the club managed to chase out all of the monster truck and helmetless ATV yahoos, and in place ribboned off a fine MX section through the Chatsworth pit. Spectators lined the course through the section, but unfortunately it was run at timekeeping speeds which prevented prudent enduro riders from really showing off.



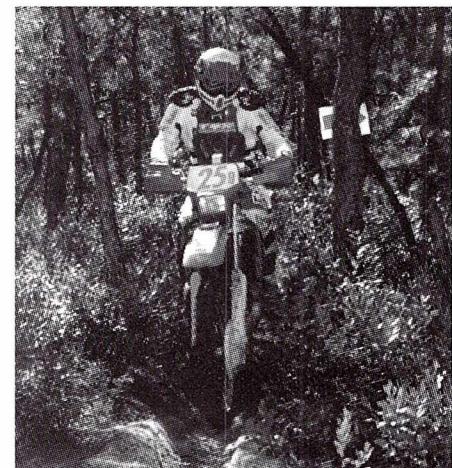
Bill Atherholt (3rd A Senior) leads Kevin Kuenzer over a hill in the "motocross" section. Nobody could complain about the weather on such a fine day.

Caution would pay off in spades, however, as right out of the pit was a secret check that caught unwary riders hot. This check was also the prelude to another potential points taking section, run through moderately tight pine forest and soft sandy whoop-de-dos. Most fast riders zeroed the emergency checkout, bagged the subsequent reset and proceeded a couple tenths further to the midday break and associated gas available along Route 72.

At this juncture, most were surprised



Richard Lafferty, youngest of the clan, kept his KTM buzzing and won the High Point A award. The three brothers finished 1-2-3 overall.

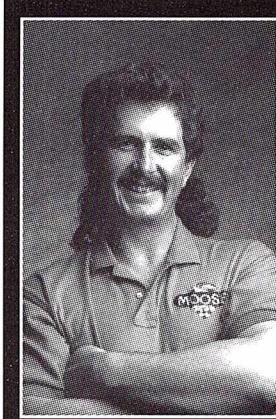


And of course, there was the usual amount of Sandy Lane tight, tight woods to navigate. John Roeske poses for the camera.

with the unfolding of events thus far. A much tougher C loop than last year, even most A&B riders had dropped a couple of points. However, the real surprise was to ensue shortly after the gas. Prior to sending C and Specialty Class riders on their merry way, trailboss Braaksma gave everyone a taste of the ignorant tight with the first Coyle Field points-taking section of the day. A secret check-in greeted all, and the ensuing short tight section through characteristic dwarf pine and scrub oak served to reacquaint all with perils of Coyle. Everyone dropped points at the check-out; C riders in droves. After this abuse, many C and specialty riders were thankful to be

sent on their way; a timekeeping road and two track exercise that would lead back to the gun club. However for the rest, things were just starting to get interesting.

A reset allowed for A & B riders to catch a little break before being sent into the next of three Coyle Field abuse sessions, each of which timed progress in and out. The first was another short three mile section preceded by start control and containing a tricky reset within; the next two were longer sections, each of which finished with emergency checkouts. The race pretty much ended thereafter, the final 8-10 miles being dirt roads to Oswego Lake and then paved roads from there to the finish.



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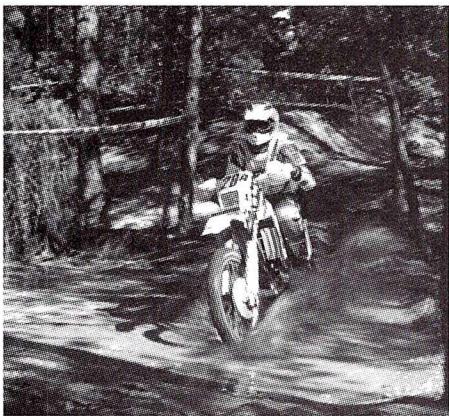
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Jack Lafferty	KTM 4	4. David Crum	Hus 12	3. Don Terberman, Jr.	Hon 20
Grand Champion		5. Ray McAlloon	Kaw 13	4. Jeffery Focht	Hon 20
Richard Lafferty	KTM 8	A 4-Stroke		5. A. D. Wolfe, Jr.	Hon 21
High Point A		1. Steve Chapkovich	Hus 14	C Light	
Richard Shirk	Kaw 15	2. Pat Emmons	Hon 15	1. David Randazzo	Kaw 12
High Point B		3. Tom Napier	15	2. Frank Mc Donnell	Kaw 15
Mike Arendasky	Hon 8	4. Darrin Russel	Hon 25	3. Anthony Palumbo	Kaw 16
High Point C		5. Mark Young	Hon 26	4. David Oliver	Kaw 17
AA		B Light		5. John James	Kaw 17
1. Michael Lafferty	Kaw 5	1. Vic Rovoni	Suz 19	C Medium	
2. Dale Hiles, Jr.	Yam 9	2. Lou Green	Suz 22	1. Michael Kilduff	Kaw 12
3. Bill Atkinson	Kaw 9	3. Ron Murhon, Jr.	KTM 23	2. Chris Eyrich	Yam 12
4. Ed Hamilton	Kaw 10	4. Edward Mc Gall	Hus 25	3. Michael Bradway	Kaw 13
A Light		5. Craig Copeland	Suz 25	4. Steven Larkin	Hon 13
1. Craig Shenigo	Yam 13	B Medium Light		5. Roy Hammarstrom	Suz 13
2. Brian Smith	Suz 14	1. David Waltz	Kaw 16	C Heavy	
3. John Smith	Suz 14	2. John Neifert	Kaw 21	1. Michael Boyer	Yam 10
4. Skip Montana	Suz 17	3. Barry Punk	Kaw 23	2. Richard D. Kline	Hon 12
5. Marc Gaertner	Hus 18	4. Michael R. Lagola	Kaw 23	3. Keith Davidson	KTM 13
A Medium Light		5. Gerald Peklak	Kaw 26	4. Eill De Young	Kaw 17
1. Robert Mohn	Kaw 15	B Medium		5. Shawn Mc Kenna	KTM 18
2. James Brethauer	Kaw 17	1. Keith Hausman	Suz 16	C Veteran	
3. M. Dean Spencer	Kaw 17	2. Chuck Stapleford	Kaw 17	1. Linwood Whildon III	Kaw 11
4. Scott Wolcott	Kaw 19	3. Jim Pontanazzi	Yam 20	2. Andrew J. Bradshaw	Suz 14
5. Steve Reed	Kaw 21	4. Doug Aramo	Suz 20	3. Gerry Kitts	Yam 15
A Medium		5. Bill MC Connell	Kaw 21	4. Dan Sekellick	Kaw 16
1. Dennis Zurawski Jr	Yam 8	B Heavy		5. William Rosenberry	Kaw 16
2. Danny Nenstiel	Yam 8	1. Larry Poplin, Jr.	KTM 19	C 4-Stroke	
3. John Rogers	Yam 9	2. Scott Lewis	Hus 19	1. Bob Howard	Hon 15
4. William Smith	KTM 10	3. Kevin Reed	Hon 20	2. Steven Pfeffer	Hon 16
5. John Walter	Suz 10	4. Frank Lillo	ATK 21	3. Rick Bookamire	Hon 16
A Heavy		5. George Milchick	KTM 21	4. William Garellick	Hon 18
1. Tom Folkl	Maico 10	B Veteran		5. C. Keith Silva	Hon 19
2. Denny Scoten	Hus 13	1. Victor Chalow	Kaw 15	Masters	
3. Michael Slechta	KTM 14	2. Mark Uth	Hon 15	1. Dan Van Driel	Kaw 16
4. Eric Koeller	Hus 15	3. David Bostrom	Kaw 18	2. Robert Hoover	Hon 22
5. William Maco	Kaw 18	4. Steven Mason	Suz 19	Women	
A Veteran		5. Donald Mc Keehan	Kaw 19	1. Kathi Cambell	Kaw 12
1. Richard Stuart	Kaw 8	B Senior		2. Emma-Leigh Larson	Hon 69
2. Hank Stankiewicz	Yam 10	1. Peter Benedik	KTM 14	3. Lisa Lelli	Kaw 141
3. Todd Reder	Suz 11	2. Richard Logan	Hus 14	Dual Sport	
4. Gene Garron	KTM 13	3. Kenneth E Ettinger	Yam 14	1. Kevin Horne	Suz 26
5. John K Roeske	Kaw 14	4. Dave Verdetto	KTM 18	2. Dan Thowery	Tri 28
A Senior		5. Robert Shughart	Kaw 23	3. Theodore Smith	Hon 59
1. Scott Wolfersberger	Yam 16	B Super Senior		Vintage	
2. Rich Thompkins	Kaw 16	1. Paul J. Anderson	Suz 12	1. Adrian Van De Burgt	HERC 35
3. Bill Altherholt	KTM 17	2. Jim Burk	Yam 15	Team	
4. Jack Lafferty, Sr.	KTM 17	3. Chip Furlong	Kaw 30	1. TCS "Hammer White"	11
5. Charles Stapleford	Kaw 17	4. Joseph Springer	Hus 33	2. TCS "Hammer Blue"	18
A Super Senior		5. Tim Stibitz	Hus 59	3. RORR "Rip-n- Tear"	23
1. George Clickner	Hus 8	B 4-Stroke		4. CJCR "Good"	24
2. Gene Jost	KTM 10	1. Brian Yurky	Hon 18	5. DER "Team #2"	24



A motocross section through the infamous Chatsworth "Triangle" kept everyone entertained. Ken Ettinger finished 3rd B Senior.

The final known control, located along county 563, was somewhat confusing in that it was an observation only. Many riders, unsure that there would be no penalty for early arrival, kept time until the final tenth.

Meteor quickly tallied and posted results for the day. In a familiar battle for the overall slot, the brothers Lafferty, Jack Jr. and Mike, distanced themselves from the rest of the pack by posting 4 and 5 point scores, respectively. Jack Jr. got the overall trophy by carding the only zero at check nine (the Coyle Field piece that began with the start control). The O/A prize was the characteristic Sandy Lane Wagon Wheel trophy, which retains the names of all previous Sandy Lane winners engraved on it. Mike Lafferty's five point score was easily good for second overall honors and tops AA, by a full three point margin!

Next, a handful of top riders dropped eight points on the day. Richard Lafferty led this pack and completed the Lafferty 1-2-3 sweep, driving his KTM 250 to an 8/304 score, narrowly edging out Dennis Zurwaski, Jr. by a single emergency point. One of Richard's best rides of the year, his finish was good for the High Point A trophy as well. Rounding out the top five overall was YZ250 rider Danny Nenstiel, who posted an 8/320 score.

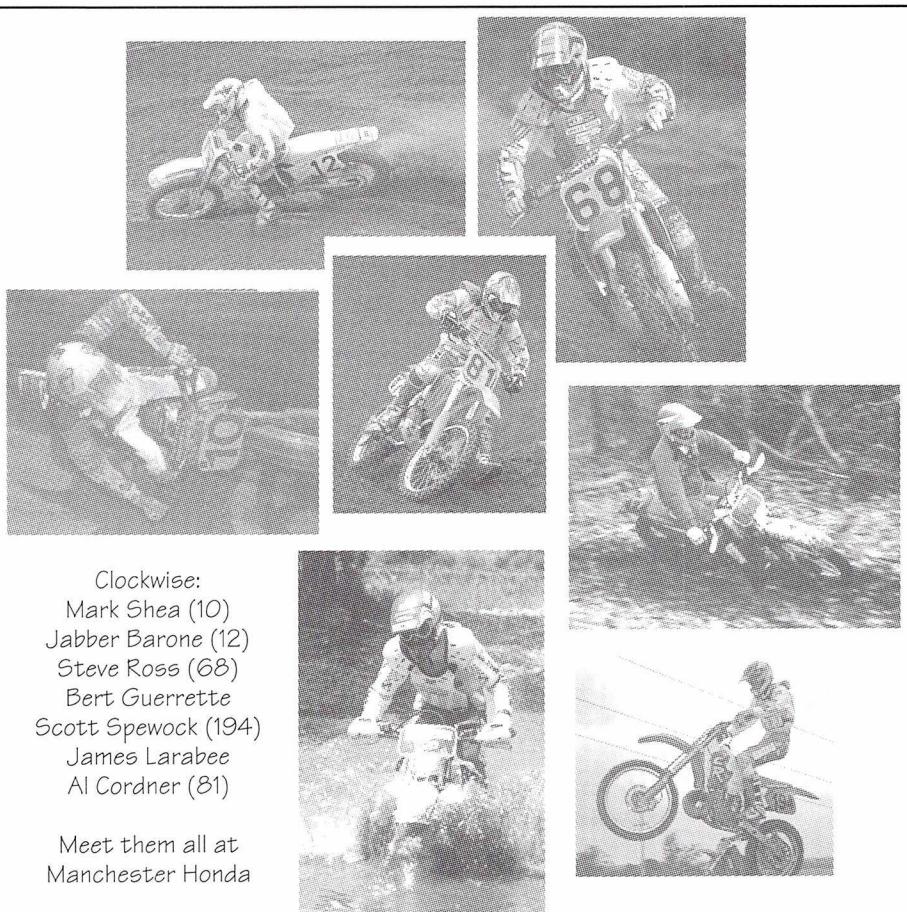
Three 15 point scores scrummed for High Point B honors, each scoring within a seven second span. B250 rider Richard Shirk and Vet class rider Vic Chalow finished with exactly tie scores of 521 emergency points. Shirk got the victory by beating Chalow in the tiebreaker, the score in the last emergency check of the day. C open class rider Mike Arendasky won the High Point C trophy with an eight score (over the abbreviated C loop) by a full two point margin of victory.

Worthy of note was the generous trophy distribution as Meteor distributed huge trophies to the High Point winners, and fine looking plaques through three and five places for the A and B classes, respectively. Top C class finishers received hand-

some trophies to a full 10 places. Additionally, Meteor allotted up to three places for all specialty classes (Women, Vintage, Dual Sport, etc.). Some of the individual class winners received contingencies as well, in the form of gift certificates donated by Griffin Vehicle Service of Chatsworth.

The post race blotter was adorned with nothing but positive feedback from the event. There were no injuries of consequence, and Meteor maintained their good relationship with the state through commendable planning and course layout. Everyone was pleased with the well organized gas stops that retained the required

fire trucks, while eliminating the air of an armed encampment. The course itself was nicely done. While all would agree that the morning provided a much tougher C loop than last year, careful reset placements provided generous breaks so that all riders could get back on time. And in the small doses provided, a little ignorant tight is good for all. A hearty thanks is owed to all Meteor friends, family, club members and other volunteers for a meritoriously run event and all around fun time. Look for the club to sacrilegiously break their 50+ year tradition with a move to the springtime (March 20) for next year's run—buy your hip waders early! □



Clockwise:
Mark Shea (10)
Jabber Barone (12)
Steve Ross (68)
Bert Guerrette
Scott Spewock (194)
James Larabee
Al Cordner (81)

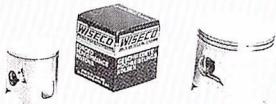
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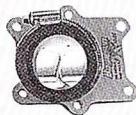
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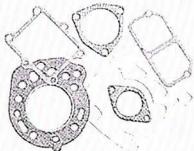
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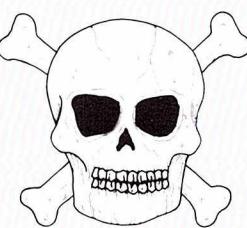
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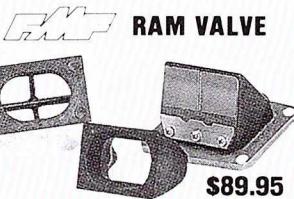
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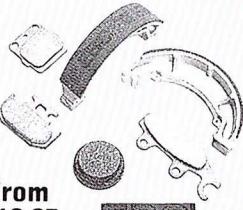
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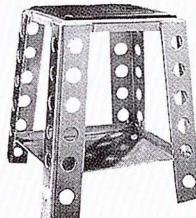
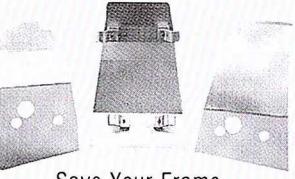
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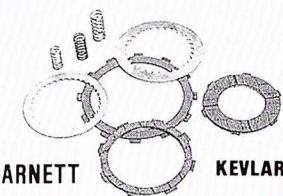
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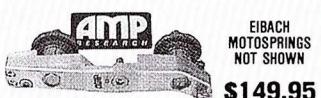
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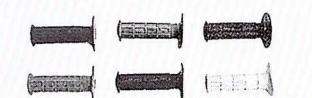


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Race Tech's Cartridge Fork Kit for XR Hondas

How to get a "new" XR for one-fourth the cost.

by Dan Anderson

Woodward, Iowa

Let's face facts. Honda has not changed the basic design of their XR-series four strokes in the last millennia. Other than annual cosmetic updates the only major changes have been the addition of a disk brake and cartridge forks. Oh yeah, they've added a widget here and refined a whatchamacallit there, but my faithful old '88 XR250 isn't that much different from a brand new 1994 XR250 (discounting the much-abused plastic and a set of slightly tweaked handlebars.) This means that if I traded my '88 for a new '94 I would basically be paying \$4000 for cartridge forks and a rear disk brake. Tightwad that I am, that doesn't sound like good economic policy for the Anderson household.

So I was extremely interested when I heard that Race Tech was converting Suzuki DR conventional-style damper rod forks into cartridge forks. I contacted Paul Thede, the brains behind Race Tech, and asked him if there was hope for doing the same for XR Hondas. His answer was a emphatic "Yes!"

Thede explained that while it would take a little more machining than when he puts cartridge kits in DR Suzuki forks, the results would be just as good. Even more encouraging, Thede swears that conventional cartridge forks can perform as well, and maybe even better, than "upside-down" forks now common on most modern dirt bikes.

Conventional Forks...The Wave Of The Future?

"Think about the physics of how forks work," said Thede. "When your front wheel hits a bump your forks try to bend backwards. Most of that bend, or flexing, occurs just below where the upper fork leg is attached to the triple clamp. With an

upside down fork that means your upper fork tube temporarily has a "kink" in it, and you're trying to slide the lower fork leg up into that "kinked" upper tube. That creates problems with seal wear and oil contamination. A lot of upside down forks are seeing seal failure and suspension problems in as little as one or two races.

"With conventional forks, on the other hand, all the seals and valves are down in the lower fork leg. That lower leg can move pretty freely on the upper leg since most of the "flex" is up by the triple clamps. A lot of the major manufac-

er, and a stock XR shock won't be capable of matching the performance of a cartridge fork."

It was with great anticipation that I set out on my first ride once I got the forks and shock back and installed them on my

bike. Cautious as always, I hit some local trails at play riding speed and was...disappointed.

The bike sat a little higher, and felt a little stiffer, but still acted like an XR Honda. Had I wasted my money? Slightly peeved at having spent so much money for so little return, I took out my frustration on the bike and started hammering it against the trails.

And the harder I abused it, the better it worked.

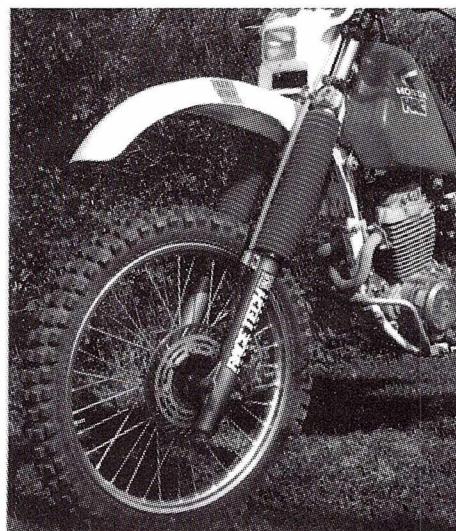
Abuse Me More, I Like It That Way

The Race Tech suspension is a masochist. The

harder you push it, the more you abuse it, the better it works. Only after I twisted my inner intensity needle to "kamikaze" was I able to fully appreciate what the new suspension offered. Almost everything that I hadn't liked about the stock XR suspension was improved. For example:

-Lipped jumps were more predictable than with the stock XR suspension. The rear end didn't kick on take-offs, making air time controllable and landings smoother. Jumping narrow creek beds is now an option instead of a death wish.

-Long, steep, bumpy downhills are no longer white-knuckle experiences. In the past the front would get very busy handling all the chattery little bumps, while the rear end would hop from side to side no matter how I adjusted the rear shock. The harder I push the Race Tech suspension down the hills, the straighter it seems to track. The small bumps that used to wobble the handlebars aren't even noticeable, and holes



Rare photo of a Midwestern Land Squid actually astride a motorcycle with both wheels off the ground. Dan says he didn't realize suspension could work like this; it's a huge improvement over his old stock bike. Right: Outward appearance isn't going to change, but the inside is much different.

turers are toying with going back to conventional forks on their motocrossers because they can get better performance with less maintenance out of conventional forks. Actually, the only drawback to conventional forks is that the fork leg sticks down below the axle, which is a problem in ruts."

With those encouraging words ringing in my ears I shipped Race Tech my forks and rear shock. While I was most interested in upgrading my front suspension, Thede encouraged me to take a "holistic" approach to suspension improvement.

"Your front end won't work right if it doesn't match your rear end," he said, "and vice versa. They have to work together."



The Economics Of A New Suspension

Race Tech can cartridge-ize any XR Honda suspension that uses 41mm forks. They can also install a Gold Valve kit and drastically improve the suspension performance of newer model XR's that already have cartridge forks. The total cost of upgrading an XR suspension depends on exactly what you ask them to do, and how much you want to spend, but here is what it cost me:

Race Tech Cartridge Fork Mod	\$400
Disassemble and reassemble	75
Hard Anodize and polish lower fork leg	115
New springs	90
Oil	25
Total	\$605

Race Tech says that price could be reduced to around \$580 if the rider chose to re-use the stock springs and a cheaper fork oil. The hard anodizing is optional but a good idea.

There's no use having a Cadillac front suspension if your rear shock is still stock, so plan on sending your shock to Race

that used to send the rear end hopping sideways are just a fleeting thump.

Berms and corners with slot car ruts are user-friendly with the Race Tech suspension. XR owners are used to wrestling with ruts...show an XR a rut and it will figure 25 ways to jump out of it. For the first time I can dive my XR into a corner, aim the front tire for a rut, and gas it with the confidence that the bike will actually follow the rut out of the corner. No more looking for a slower, smoother line inside or outside the corner to avoid wrestling with ruts!

Bermed corners are equally enjoyable. In the past the XR was unpredictable in corners, with a penchant for wandering up over any berm that crossed its path. Now the suspension sticks pretty much where it is aimed, allowing the rider to either rail the berm or dive inside. It's the rider's choice now, not the bike's.

Muddy straight-aways with long, deep ruts are also a revelation. The Race Tech suspension controls the XR's habit of wandering from rut to rut. I can now pick a rut, apply gas, and be fairly confident that the bike and I will not have to argue about changing ruts in mid-mudhole. If I decide to intentionally switch ruts, the bike does its best to comply. Amazing.

Water crossings may not be as hopeless as I once thought. Now that I have confidence that I can pick a line in and out of a water hole and be reasonably sure that I will go where I aim, I'm having a lot more fun splashing through the muck. In the past I had to be cautious with the throttle at water crossings for fear that I'd get crossed up and go over the bars. Now I can pick my line, gas it, and hit the muck and water with enough speed to carry my front end over the gunk, instead of driving

Tech with the forks. Re-valving and rebuilding an XR shock will run around \$250. Yes, you can have a local guy play with your shock for less than \$100, but Race Tech guarantees that their shock work will match the work they do on your fork. Can the local guy promise that?

So for around \$885 dollars I have made my 1988 XR250 nearly equal to a brand new 1994 XR250. The only difference between my bike and a brand new XR is that my bike is more beat up and doesn't have a disk rear brake. But, hey, with this good of a suspension who needs brakes? Just gas it and go!

Contact Race Tech at 909-594-7755 if you're interested in upgrading the suspension of your XR Honda or DR Suzuki. Be sure to call before you ship them your parts. That way they can be sure they have parts on hand for what you want done and reduce turnaround time. And when you ship your parts include your riding weight, a detailed description of the type of riding you do, and a phone number where you can be reached during (California) business hours.

it into it.

I no longer fear crossing large tree limbs and small logs that cross the trail. Gone are the days of gritting my teeth and hoping that I was still within walking distance of the trail after I got done clearing a log. The Race Tech suspension soaks up the hits from remarkably large obstacles without flinching. No more flying-W's if I hit a small log too fast or at an angle. Trails with lots of exposed tree roots snaking across them feel like smooth straight-aways thanks to the new and improved suspension.

The Proverbial Bottom Line

The bottom line is that I love my new suspension. I say that not because Race Tech gave me free stuff so I would write nice things about them. They didn't...we don't work that way at Trail Rider. I spent my own hard-earned money and got exactly what they promised me...an XR Honda with suspension equal to any motocross bike on the market, dialed in perfectly for my riding weight and riding abilities. The only possible downside I can come up with about the new suspension is that I'm having to unlearn a lot of riding habits and techniques that I developed to compensate for the stock XR suspension.

If you are a play rider who rarely tests the limits of your XR's suspension, then a Race Tech cartridge fork kit and rear shock rebuild might not be worth your money. But if you ride or race hard enough to regularly suffer from Wimpy Suspension Syndrome (indecisive cornering, bad manners in ruts, etc.), then Race Tech's cartridge kit for conventional forks and rear shock modifications are the cheap alternative to buying a new XR. □

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RORR Dual Sport

Cruising with the hikers and bird watchers

by Paul Clipper

New Philadelphia, PA 10/24

The Reading Off-Road Riders originally scheduled their dual sport ride for June, but last minute start location hassles forced them to cancel the original run. Club members still wanted to do it, however, and by late summer they had secured the New Philly ball field, location of their enduro start, and were ready to roll for a fall dual sport.

We were pumped for the ride, since it would be the last organized trail ride before the snow started coming down. You have to think about that sort of thing on this side of the world—it's very possible that we wouldn't even be able to ride in these hills even in November. The stage was set also for a very pretty fall foliage ride, but unfortunately we were a week or so past the peak. Still, it was colorful and scenic.

And it was cold in the morning, as well, especially if you dummied up and had to head back down to St. Clair for gas, as we did. After that little detour, we chased the course back to New Philly and headed up into the hills. The first

"hero" section presented some two-track and trail, up and around a strip-mined section and also through some of the club's easy enduro trails. It doesn't take much of the loose, rocky, eastern Pennsylvania terrain to remind you that you're riding a heavy dual sport bike rather than a race bike, but we managed to ease off the throttle before taking any soil samples.

After linking up with the main route for a mile or so, the second hero section became available. This was a piece of enduro trail that may have been a little tricky for the novices. It was up and down hill, firecut-wide hard trail littered with small and medium-sized rocks. Just a little tricky on your average 300-pound dual sport rig! The trail carried us up and over a neat ridge, that would have probably

offered a fine view or two, if either of us had bothered to stop and look.

Immediately following was the third and last hero section of the day, and the club called this a "super hero" section. It was about a 3 mile loop of tight trail, some of the trees no better than handlebar width, winding up and down the side of a hill. It was a nice section of trail, but of course we tried to race it—a feat akin to elephant wrestling. The wildest part of this trail was the background noise. There were a group of machine-gun enthusiasts down in the valley below, spraying round after round into a hillside. While we were there, they

for the lookout at Hawk Mountain. There must have been a thousand weekend bird watchers up on Hawk Mountain; and what with the birders and the trail stompers on the AT, we were a little out of our natural element. There were a few neat dirt roads in this loop, but we encountered quite a bit of traffic coming the other way on each one, so we had to stay on our toes.

The second loop wasn't really a whole lot of fun, considering the traffic and all. My partner and I agreed that we would have better spent our time crossing the infamous river out of the ball field, and tackling some of RORR's first loop enduro trails. There's some tough riding in there, but at least there aren't as many Chevys!

Back at the finish we turned in tickets for prizes offered by the club, and we went home with a RORR enduro mug and a \$15 gift certificate from a local bike shop. The day had warmed up, and was still bright and sunny, and it was a great afternoon for riding, bench racing, or just kicking back and soaking up the nice weather (which would soon disappear for

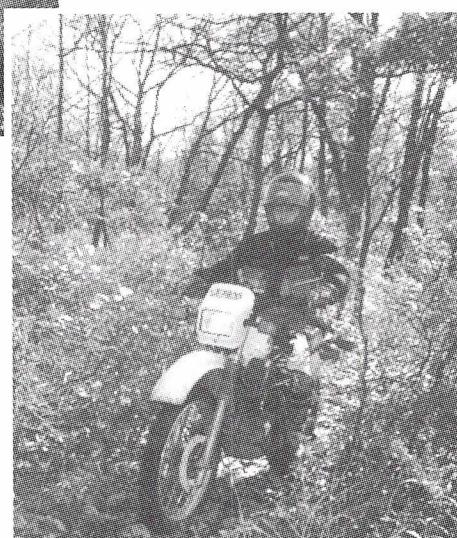


No doubt it was a beautiful fall day for riding, as this view from atop a strip mine will attest. Most of the riding was simple road, but there were a few challenging trail sections for the adventurous riders.

must have spent about \$100 worth of ammunition, and I was more than a little curious whether they were aiming up "our" hill or not!

Twenty-five miles of dirt and tar road followed, taking us back to the ballfield for lunch. The RORR club laid out a spread of hot dogs, barbecue, soup and various accompaniments, and it was just in the nick of time. The only thing they were lacking was a coffee pot, but then I've been accused of trying to have a Mr. Coffee surgically attached to my hip, so it wasn't the club who was at fault!

The afternoon loop...was basically a road ride. We took mostly asphalt roads and passed by a very busy trailhead for the Appalachian Trail, and then crawled through a couple miles of traffic heading



the Delaware National Enduro!.

The Reading Off-Road Riders did a great job of recovering from a canceled event, and with a little tuning should come up with an even better ride next year. So far, they're scheduled for the same weekend next year, so mark your calendar and come out and join us for a ride! □

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DIRT RIDER MAGAZINE says . . . "A SideWinder ISDE ENDUROMAX chain was used in conjunction with a SideWinder grooved sprocket. The new ENDUROMAX chain is brutally tough, stretches little and handles abuse with a grin."

DIRT BIKE says . . . "The stock sprockets are made of an aluminum just a tad stronger than butter. Ours wore out very quickly." "Honda has the worst rear sprocket (Sunstar)." "We've found through experience that SideWinder sprockets are more than well made and superlight. They last up to three times longer than stock. SideWinders, that's what we choose."

MOTOCROSS ACTION says . . . "SideWinder sprockets are made for Motocross. SideWinders could mean the difference between winning or losing."

dirtwheels says . . . "testing has proven the SideWinder setup of sprockets and QUADRAMAX chain to be virtually indestructible. Salt, sand and rocks do not affect the SideWinders. Good Stuff!"

TRAIL RIDER MAGAZINE says . . . "For the most power and life, SideWinder's custom-made "MAX-SERIES" Chains with perfectly matched and balanced sprockets are in a class by themselves. **Nothing else compares!!**"

MOTORCYCLE WEEKLY (U.K.) . . . Triple-World Champion - Hakan Carlquist says "SideWinder is the only fully matched system that really works."

DIRT BIKE says . . . "All the 125's come with junk chains." "The SideWinder Package Deal (matching sprockets and chain) is definitely worth the money."

MOTO SPORTS says . . . "Only SideWinder offers the full system of matching front sprocket, rear sprocket and your choice of five custom-made "MAX" Series Chains. For Motocross, our choice is the SideWinder **POWERMAX**. The power delivery and durability is legendary and the price is right."

dirtwheels says . . . "The QUADRAMAX SideWinder chain came through the 24 hour Endurance Race with flying colors. It stayed adjusted, did not stretch and was trouble-free. It's not cheap, but it is the best."

DIRT BIKE says . . . "The stock chain is a normal DID item which stretches quickly. Keep an eye on it." We run SideWinders on most of our test bikes once the stockers wear out."

DIRT BIKE says . . . "The stock chain is junk. We wore ours out quicker than the rear tire." "The new SideWinder (**POWERMAX**) chain was put through a 600 mile torture test and was only adjusted once! Dirt Bike Rating: Excellent."

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MotoNews (U.K.) says . . . "SideWinder's system concept of completely matching the design of the sprockets to the chain is brilliant. By offering specific chains for Motocross, Enduro, ATV and Mini-Bikes, SideWinder demonstrates why they are the world leaders in drive system technology."

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dirtwheels says . . . "We replaced the standard chain and sprockets simply because they were dead. Krause Racing provided a drive system: Gold Chain (QUADRAMAX) and grooved sprockets. The chain is **unbelievably strong** and required only one adjustment during our testing."

DIRT RIDER MAGAZINE says . . . "The SideWinder sprocket is grooved and works very well in muddy conditions, and their chain (**ISDE ENDUROMAX**) is brutally strong. I've been using SideWinder products for years and trust their reliability."

TRAIL RIDER MAGAZINE says . . . "The new "MINI MAX" Racing Chain from SideWinder is the answer to the Mini-Bike Rider's prayer. It's the equivalent of SideWinder's world class big-bore chains shrunk to mini sizes. It shames all the other 420 and 428 chains."

DIRT BIKE says . . . "The RM's have what must be one of the wimpiest stock rear sprockets in the business. We wore out three of them and the fourth is already hooking badly. Consider a SideWinder as a longer living replacement. The cost is about the same and the **lifespan is threefold.**"

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DIRT RIDER MAGAZINE says . . . "I shelved the stock O-Ring chain in favor of a higher quality SideWinder (**ISDE ENDUROMAX**). I never had to adjust or fiddle with the incredibly strong chain."

ISDE Competitor Dana Van Stee says . . . "We used a SideWinder **ISDE ENDUROMAX** Chain at the Swedish ISDE. The course was very bad. The chain took a real beating. Even though I used **six rear tires** during the race, **no chain adjustment** was required. The chain adjustment was precisely the same as it was when the race was started."

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BLACK & BLUE

Kemp Stewart gets closer in the next to last round

Stafford, CT 11/7/93

When you get close to the end of the season, a run like the Black & Blue is hot with various mini-battles. There might be a royal fight for the top spot in the A Open class, maybe even the B Seniors are

Rick Claxton and Kemp Stewart. The two riders were coming into this penultimate round with all the marbles out of the bag. Some time between this Sunday morning and the finish of the Quaboag enduro, happening two weeks later, one of them would be crowned NETRA Enduro Champion, and for either of them it would be the first time.

Claxton rides a Kawasaki out of G&G Cycles. He's done well in the past, winning his class in the hare scrambles series, finishing very high up in the enduro series as well. Last year, he ended the year in second place behind Stewart, in the enduro 250cc class, while at the same time he won the hare scrambles 200cc class overall. You will find Rick's name in the results for years, but so far, the championship had eluded him.

And then there's Kemp Stewart. What can you say about Kemp? He has finished second or third overall in the enduro series so many times that most of us have been expecting him to receive a bride's maid gown at the banquet, rather than a jacket. Last year, he finished second to Pat Royer, the years before that he was third

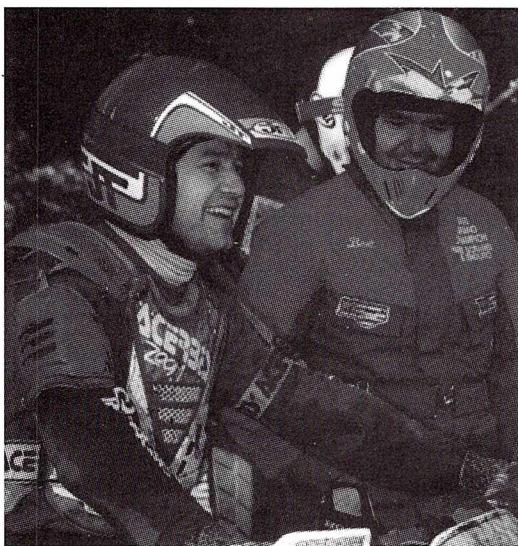
behind Russ Stearns, and he even battled with Bert Guerrette "way back" in the '80s. You might see him at a hare scrambles every now and then, but Kemp is primarily an enduro rider. He rides a Husqvarna out of Valley Motorsports, with a sponsorship from Cagiva North America.

The way their battle worked out was this: Rick came into the Black & Blue ten points up on Kemp. If Rick won the overall here, it would give him at least 30 points on Kemp and a great cushion for the

Quaboag. If Kemp won here, he'd go into the last round with at least ten points on Rick. Either way, these last two races were

guaranteed to be nail-biters for both of them.

True to this season, they were greeted with typical fall weather on Sunday morning. The temperature was in the high thirties; cool, but not as nasty-cold as it was



Kemp Stewart takes a break at the finish, seconds after he realized he'd won the overall. Former NETRA champion Bert Guerrette offers congratulations.

locked in mortal combat for the #1 jacket at the upcoming banquet. Really, when you walk around and talk to people you hear all the statistics—"If I finish second or better and he finishes behind me, I'll win the class!" or "If I win today it's all over. He has to beat me and force me down to fourth or worse, but it's not going to happen." Invariably, the guy who are out of the points battles all say the same thing: "I'm just riding for fun today."

Well, two guys who were definitely not riding for fun at the Black & Blue were



Rick Claxton went into the event with a ten point advantage, and left with a ten point disadvantage after finishing second overall.



Just in case your feet were dry, the crossing of Martin's Pond got them good and wet!

last year. The trails weren't frozen a bit, so studs weren't a factor at all. It was clear, bright and sunny, and a perfect day for a ride.

The first check was just six minutes out on the course, clocking the riders into some short trails and some easy cart roads. Three secret checks followed, zeroable, but just tight enough to keep the riders on their toes. Since the Black & Blue is run under NETRA Brand-X rules, there is no possibility of accumulating a very late score over a string of checks, so most riders stayed on time, or at least close. Unfortunately, Kemp had a problem with his computer, and managed to clock into the very first check a minute early. This gave him a two-point handicap that he would spend the rest of the ride trying to overcome.

At 10:22 AM (key time), the riders were checked-in to one of the most devious sections known in NETRA: Michelec's Laurel Labyrinth. Used in a number of season hare scrambles, and one other enduro, this relatively short stretch of trail is laced



Suicide Hill was a very active part of the course, on Martin Michelec's land, which is used for a couple of hare scrambles also during the year. Martin couldn't resist posting an encouraging word.

with big, square-edged rocks, lined with carbon-steel mountain laurel, and smeared here and there with slimy mud. The final affront to the section is the finish, where you have to wade through Michelec's pond, which could be anywhere from ten inches to two feet deep, depending on the local weather.

We were bundled up and watching from the gas stop, right on the property, when Kemp and Rick appeared—Kemp leading, Rick right on his tail. This did not bode well for Mr. Claxton, since he had started on the minute in front of Kemp. Claxton had fallen off the pace slightly and Stewart was obviously warming up. This was the halfway gas stop, and Kemp now was only a point down on Claxton, but the run wasn't hardly over yet.

Actually, the tough stuff was just beginning. Across the street from Michelec's, the riders were all checked in to a nasty section that last year had fallen to the mud gods, and claimed a large number of hapless competitors. This year the club made sure to arrow carefully around the bottomless pieces, but it was still a long section of rhythm-less clear-cut and tight woods. Right after this section, the riders crossed a road and checked into another tight, nasty section, known as the "ledge" section, for a ledge of bare rock that used to stand in the way of forward progress (it was arrowed around this year). A tiebreaker check took everyone out of this section, and although Stewart and Claxton remained even on overall points, Stewart clocked out with the lower amount of seconds, which would become important at the end.

The last section was not much more than 15 minutes of riding, but it was nasty, tight and leaf-covered. As we waited at the finish of the section, the flip cards kept turning later and later, and still no riders came

in. Finally, Claxton came blasting into the check, clocking out with a total of 19 points, an excellent score. However, just a few seconds later Stewart came buzzing into the check, still on Rick's minute. In that last section, he had caught up and evened his score with Claxton, with a total of 19 also, but the better score on the tiebreaker check gave him the win. The season wasn't over yet, but at the next race Kemp would have the advantage and Claxton would have all the work to do.

Following Claxton and Stewart was A Veteran rider Max Parkes, who turned in an excellent score of 22 on his KTM, easily enough to buy him the High Point A award. Fourth, with 24 points, was Honda XR rider Jim Mitchell, who was the only other rider in the association who had a numerical chance of fighting in the same ring as Stewart and Claxton. Unfortunately for Jim, however, the upcoming Quaboag enduro was his club's enduro, and he had to work the event, thereby giving up any chance for winning points. He rode the Black & Blue hoping for a disaster, where Kemp and Rick each didn't score any points, but it wasn't to be. Also finishing with a 24-point

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card was Jerry Randall of Valley Motorsports, sponsor of Mitchell and Stewart, as well as Tommy Norton in the hare scrambles series. Randall scored the top finish in the A Senior class.

The B High Point trophy went to Andy Hansen, who was riding a KTM in the B Heavy class, and he finished up with 39

points to his credit. The C High Point winner was Brian Murphy, collecting 59 points and riding a Husky.

The Ramblers M.C. start the Black & Blue event out of the Sun Valley recreational area in Stafford, and it really couldn't be a better location for an event. Sign-up and scoring are held inside a warm building

with working bathrooms, and hot food was available all day. This time of year you can't ask for anything better than that, and for that and an excellent-run event, they deserve a big thank you from all the NETRA competitors. Look for a report on the Quaboag enduro finale in the next issue of Trail Rider. □

Black & Blue Enduro Class Results	2. Mike Hines	Hus 27	2. Mark Bouvier	Kaw 78	4. Nick Corwin	Kaw 61	1. David Dutra	Suz 73
Kemp Stewart	3. Dan Cowan	KTM 29	3. Tim Murphy	Kaw ck.6	5. Earl Weller	Kaw 64	2. Dave Martindale	KTM 75
Hus 19	4. Duncan Broatch	KTM 32	B Light		B Four Stroke		3. David Cameron	KTM ck.11
Overall High Point	5. Guy Hill	Hus 33	1. James Roberge	Kaw 45	1. Richard Seymour	Hon 41	4. Thomas Hall	KTM ck.8
Max Parkes	A Veteran		2. John Rosier	KTM 54	2. Phil Collins	Hon 53	5. Matt Kantola	KTM ck.7
KTM 22	1. Max Parkes	KTM 22	3. Nick Tsokalas	KTM 56	3. Kevin Jordan	Hon 68	C Senior	
Andy Hansen	2. Peter St. Pierre	Hus 26	4. Steve Zdon	KTM 58	4. John Considine	Hus 72	1. Toni Moores	KTM
High Point B	3. George Barrett	Kaw 29	5. Mike Cyr	Hon 60	5. Steve Eastery	Hus ck.8	ck.10	
Brian Murphy	Hus 59	4. Steve Peloquin	B Heavy		C Bantam		2. Don Provost	Suz ck.10
High Point C	5. Mark Adams	KTM 36	1. Andy Hansen	KTM 39	1. John Fredsall	Kaw 91	3. Al Fagan	Hus ck.9
A Bantam	A Senior		2. Bill Martin	KTM 41	2. Mike Stone	Kaw ck.11	4. Rick Miganelli	KTM ck.7
1. Kevin Howley	1. Jerry Randall	Hus 24	3. Richard Mitchell	KTM 49	3. Herbert Fischer	KTM	5. Joe Pariseault	KTM ck.7
2. Mike Haas	2. Fred Burnham	Hus 28	4. Steve Kravitz	KTM 49	ck.11		C Four Stroke	
3. Steve Antoniou	KTM 28	3. Bill Johnson	5. Gary Ryan	KTM 61	C Light		1. Greg Wurlitzer	Hon 68
4. Jim Burns	Yam 34	4. Dave Ellingwood	B Veteran		1. Brian Murray	Hus 59	2. Joel Kantola	Hon 90
5. Glen Bauer	KTM 34	5. Joel Lepley	2. Peter Canning		2. Rob Royce	KTM 70	3. Jerome Ryan	Hon ck.10
A Light	A Four Stroke	Suz 58	3. Layne Dutilger	KTM 51	3. Bruce Rocha	Suz 79	4. Brian Bassett	Hon ck.7
1. Kemp Stewart	1. Ken Robbins	Hus 25	4. Stephan Brown	Kaw 54	4. Edward Manley	Kaw 85	5. Peter Rainone	Hon ck.5
2. Rick Claxton	2. Keith Honda	Hon 30	5. Dennis Gath	KTM 55	5. Richard Phipps	Yam	Super Senior	
3. Steve Vanasse	KTM 25	3. Bill Drummond	B Senior	ck.11			1. Gordon Razee	Hon 42
4. James Kelly	Hus 26	4. Marc Giroux	1. Jim Stoddard	KTM 42	1. Scott Cormier	KTM 73	2. Don Burnett	Hon 62
5. Eric McEachern	Suz 33	5. Geoff Wurlitzer	2. Robert Landry	Hon 51	2. Jeff Scully	KTM ck.9	3. Tom Farley	Suz 62
A Heavy	B Bantam	Hus 37	3. Ron Courtemanche	KTM 56	C Heavy		4. Gary Hartzell	KTM 86
1. Jim Mitchell	1. Bob Stadler	Kaw 70			C Veteran			
Hon 24								



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Editorial Director Charlie Morey has been riding since 1965. He raced motocross in the '60s before it officially arrived from Europe as a big-time sport, and he's also logged megamiles on trails all over the U.S., Europe and South America. His knowledge and perspective on today's political and land-use issues are equally formidable.

Editor Tom Webb's list of racing credits includes AA National enduro rankings as well as International Six Days Enduro experience. You know those riding fantasies that most of us have? Tom's fulfilled them. And he backs it up with equally impressive journalistic abilities.

Test Editor Karel Kramer hopped on his first bike in 1965, and he's become our walking encyclopedia of technical knowledge about every machine produced since.

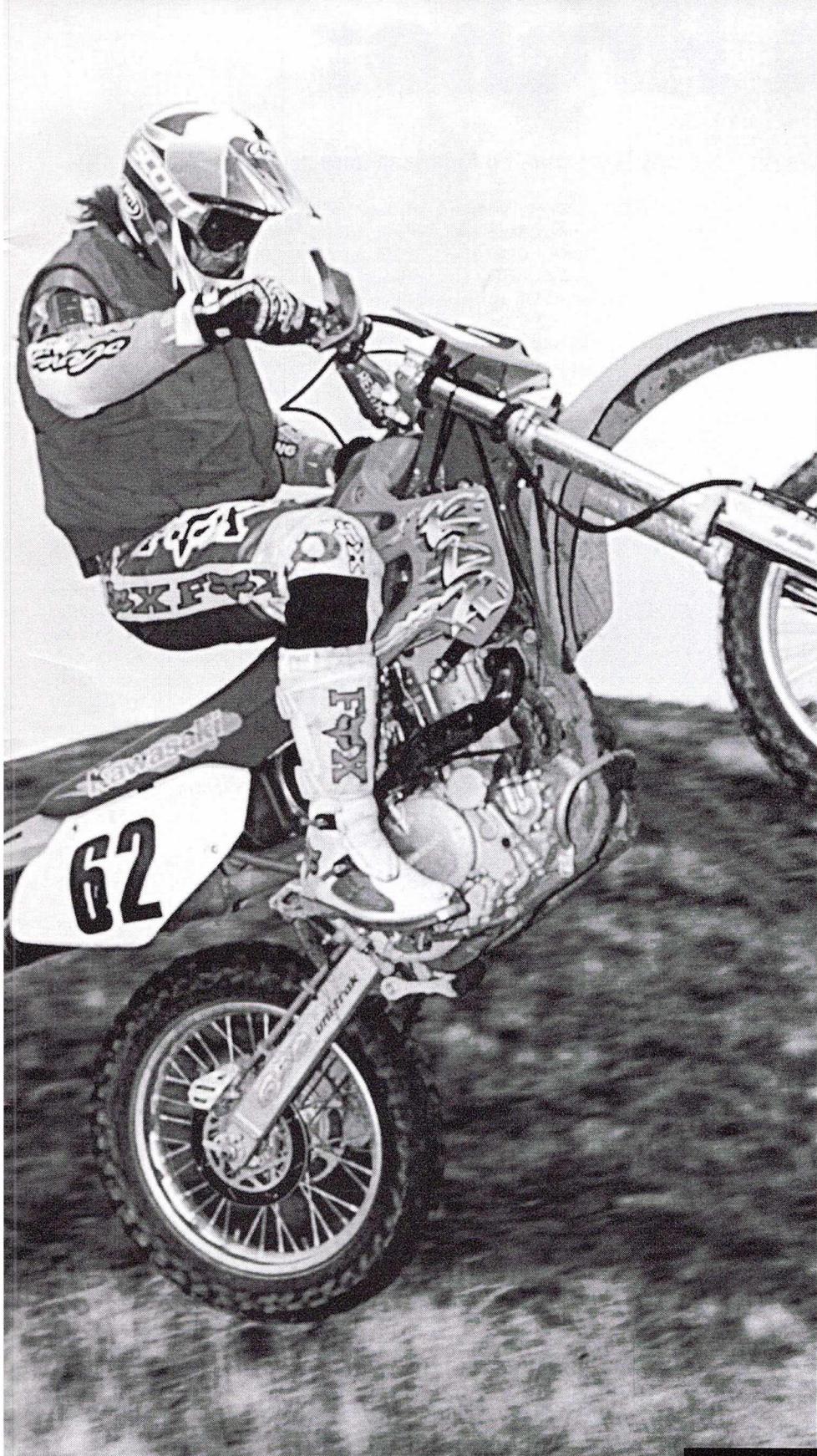
Mark Kariya began riding in his dad's orange groves back in 1965. Since then, "Kato" has ridden and raced literally every type and size of motorcycle known to man.

Ken Faught is the newest and youngest member of **Dirt Rider**'s team, and as our Moto! Editor, his motocross expertise and photography and writing skills leave other motojournalists gasping in the dust.

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DIRT RIDER MAGAZINE

Jan Hrehor

Who is this Slovakian tourist, and why is he winning American hare scrambles?

by Mike Snyder

A couple of years ago, a shy but very approachable young Czechoslovakian rider by the name of Jan Hrehor came to these shores to try his hand at American off-road competition. He had become friends with our reigning National Enduro Champion Randy Hawkins after the two met while competing at the Six-Days in Europe, a visit to the States became somewhat longer than a few weeks. After starting off slowly, he soon became a very respected rival to the established cross country crowd and backed up some close second place finishes with a overall win at the 1991 enduro season finale in Illinois despite hardly understanding our unique timekeeping system.

Suzuki saw potential and signed Jan onto the 1992 Suzuki off-road squad to compete on a special DR four stroke, but despite claiming a overall win at an ISDE qualifier early on, he suffered from reliability problems from and soon parked that bike. He swung his leg over one of his teammate Randy Hawkins practice bikes, a 1991 RMX two-stroke, which quickly propelled him into a late season romp that saw Jan overall five GNCC and AMA hare scramble events in a row as well as, once again, claim the overall win at the season finale of the enduro fraternity for the second year in a row.

In a surprise move, Yamaha Motor Corporation announced that they would be throwing their hat back into the off-road arena for the first time since supporting veteran's Ed Lojak and Jeff Russell. Yamaha would field an effort around the Czechoslovakian rider for the up-coming 1993 season, where he would compete in the GNCC series, AMA National Hare Scrambles series and a select few ISDE Qualifiers and national enduro events.

While attending the season GNCC opener

in Ocala Florida during Bike Week, we had a chance to talk to Jan (despite a very bad bout with the flu on Jan's part) about the up-coming season and his point of view on a number of subjects pertaining to the sport of off-roading:

TR: Jan, How did your deal with Yamaha come about and what does it include as far as support?



Originally riding one of Randy Hawkins' spare bikes, Jan Hrehor graduated to a full Yamaha factory ride for the '93 season.

JH: After Suzuki failed to sign me up, I decided that I would like to ride for Yamaha because nobody else was on Yamaha. Kawasaki had quite a number of riders so I figured that to ride for Yamaha would be a good thing, but at first they had no program for that. I don't really talk too good in English so I asked Randy (Hawkins)

to help me to get this deal along with my other friend, Charles Halcomb (Former Team Suzuki Off-Road Manager). We started this deal with mainly GNCC and national hare scrambles as our main goal but I'm going to compete in some Qualifiers as well as national enduros and, if I do good, we may try to extend our program into all four series. Hopefully, we will be able to have opportunity to compete again next year aboard Yamaha with even more support towards racing in all four series full-time. If not me, at least this opens some doors for other riders interested in racing Yamahas.

TR: Despite winning five races in a row as well as a Qualifier and national enduro, Suzuki failed to re-sign you for the new season or even offer you another support deal. Why do you think that happened?

JH: At the end of last year, Suzuki told me that they had a program for only three riders and cannot give me anymore support. It was too late for everything. I really liked Suzuki but the only problem was the DR. I think that it's not for a serious racer in AA class; maybe for dual sport or something like that but not for serious competition.

TR: While you were living in Czechoslovakia, what did you do for an occupation and what series or championships have you raced in?

JH: I was a full time racer over there. We have many clubs and they support a racer like me with a salary much like your professional motocrossers. In 1989, I got a bike from the German KTM importer and in both 1990 and '91, I received motorcycles from Collina KTM in Italy. Unlike the Farioli team, who are the KTM importer of Italy, the person in charge of Collina was the Italian distributor for Barum Tires and he supported my club with bikes, parts, clothing, everything. I got a few championships with Czech team but as far as individual, just three times second overall in Czech Enduro series. In

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the World Enduro series, my best result was fifth overall in 1990.

TR: When did you first get the idea that you wanted to race in America?

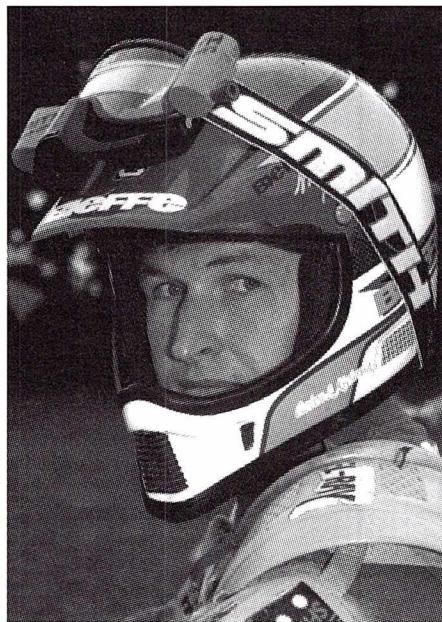
JH: I met Randy for the first time at the 1985 Six Days and then I saw him every year afterwards during which we became good friends. We had a revolution in Czechoslovakia in 1989 when communism went out, Randy invited me to come and stay with him in America during the winter off-season so I could practice and work on the bikes with him. I first came here in 1990 from January to April, I just drove seven enduros, mainly local SETRA events. When I came over the following year, I talked to both Randy and Charles, who was the Suzuki Team Manager at the time, about a ride with Suzuki for the '92 season in America. I worked out a deal where I would race RMX and decided that I would race in USA the following year but when I came back, Suzuki told me that they could only give me a DR to ride. I was finished, and to make things worst, I got hurt early in season and suffered for the first several races.

TR: How instrumental is Randy Hawkins to your success over in this country?

JH: If it wasn't for Randy and his family, I wouldn't be racing over here. They are very supportive and extremely helpful. His father has let me borrow a house as well as a car and also allows me to keep my bikes at his workshop. Randy has been very helpful in working with me on various contracts as well as instrumental in my deal this year with Yamaha. Without his family's help, I could not live here and compete on what I make from racing, that's for sure. This year, I lost some sponsors because they dropped the level of contingency that they were paying me last year. They said that I decided very late, or whatever. Since I signed with Yamaha for this year, it has been much more difficult to gain sponsors, maybe because it being a first year effort and, since I was waiting for Suzuki's proposal, I did get off to a later than usual start for sponsorship hunting than I would have liked.

TR: Why didn't you follow the lead of your compatriot Bohumil "Bubba" Posledni and race on the much more lucrative World Enduro circuit like he did in 1991, where he signed a deal with Husqvarna worth a reported \$45,000 a year?

JH: It was more of a challenge to race here. It is a different type of racing, I really enjoy the GNCC and hare scrambles events and I don't really like enduros or qualifiers all that much. I don't know but I seem to go real good at the cross country type of racing and it's very easy for me. In the World Champion Enduro series, the factory teams like Husqvarna, Honda/Reebok or CTI/Kawasaki, they have lots of money and if you don't have a deal with one of these teams, you can't get into top four in World standings. It is very difficult to beat them as they have the best



equipment and everything.

TR: What is the level of competition over here as compared to the World Enduro circuit? Which series displays a more professional atmosphere?

JH: Over here, there is more advertising for bikes but only a few drivers are full time racers. Over in World Enduro, it is more professional because of the "works" bikes as well as the money that the top riders demand and, more importantly, the eight race series is held during a three or four month length of time so that means if you get hurt, you are finished for the season. That, in itself, makes the competition much more aggressive and brings the level of everything up a notch.

TR: Next year, we are hosting the ISDE in America at the John Zink Ranch in Oklahoma. Do we hold an advantage because of the uniqueness in the terrain around that area or is there something similar in Europe during the World Enduro series that will help the Europeans in adapting to those conditions?

JH: Yes, it is very similar to terrain in Sweden or Finland, but for me it

appears that it will be much more difficult at John Zink Ranch because in Sweden for example, you have a tight woods sections with rocks of all sizes everywhere. After that particular section, you can have maybe 30 minute section on dirt road or two-track trail where you can rest but, over here, it will be much more technical than they are used to. The European strategy is concentrate on special and terrain test then rest in sections between check points. All they have to do is keep track of time as they already know before the race which section is open, tight, and so on. They only concentrate for a five minute terrain test and then rest for two hours between that test and the next one. The Americans try to keep more of the same speed all day long.

TR: Will you be competing for the Czechoslovak squad or the American team at this year's Six Days?

JH: No, I cannot because I hold passport from Czechoslovakia. It doesn't matter which country you have a license to compete in, like last year Jimmie Erickson raced with a American license but raced for the Swedish squad because he held a Swedish passport. Actually, I hold a Slovak passport because they split the my country into Czechoslovak. Next year in Oklahoma, there should be two teams from that region, one I will compete with, the Slovaks, and another from Czechoslovakia.

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am looking forward to that but I might have trouble from my wife as she is Czech!

TR: Your team, of former Czechoslovakia, won the World Trophy with you claiming the fastest Czech score in the very competitive 250 ranks when your country hosted the ISDE in 1991. What happened to your effort down in Australia?

JH: DR happened! It blew up on day four. After three days, I was top four in my division with nobody even close in the overall team scoring, we were like 60 minutes ahead of everybody else.

TR: Why didn't you race another brand of bike down there like you did when you raced Suzukis in America during the 1991 season but competed at the Six Days on the Collina KTM?

JH: After 1991 ISDE and the World Enduros, Czech team split up with Bubba and a couple of other key riders leaving for better rides abroad. When this happened, many of our club's sponsors, like Collina, decided to stop with their support for Czech squad. After this, the other drivers, as well as me, who decided to stay lost everything—salary, bikes, clothing and all. Afterwards, I came over here to work a deal out with Suzuki to race in America.

TR: Going into your second full year of competing in America, what do you miss the most about Czechoslovakia?

JH: I just miss family. The language was also somewhat difficult to learn but I am

getting there. I can read very good in English but I'm still working on speaking better. It really helps me to have my wife and my son over here with me, we can sit together and call or write letters back home so it's very good right now. When I was in Czech, I traveled so much when I was competing that I was hardly ever home so it was the same situation over there.

TR: What do you enjoy the most about living in America and competing here?

JH: I came here just for racing and I like the people and the racers, as they are all very friendly and helpful towards me. It is very different in Czech as the competitors

are more standoffish towards each other, more professional. Although there are a few factory drivers here in the States, they are all very friendly to each other.

TR: In closing, is there anyone that you would like to thank for your American racing experience?

JH: I would like to thank Yamaha, Athens Sport Cycles in Ohio, Metzeler Tires, Acerbis Plastics, Malcolm Smith Racing, Scott Goggles, Boyesen Products, Uni Filter, Answer, Works Enduro Rider and Pro-Circuit. I would especially like to thank my family, Randy's family as well as Charles Halcomb for all of their guidance and support. □

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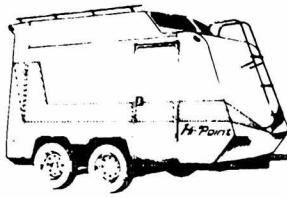
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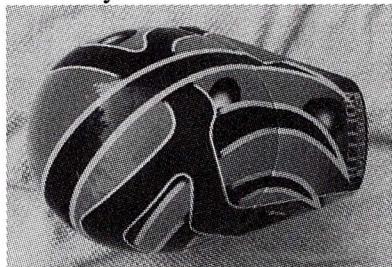
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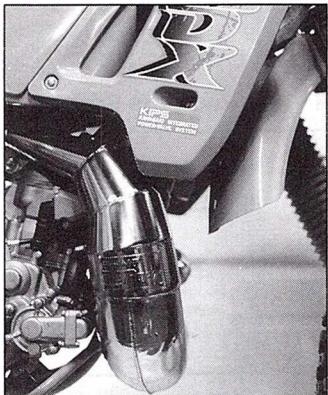
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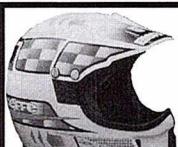
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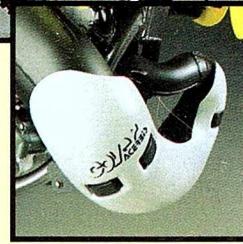
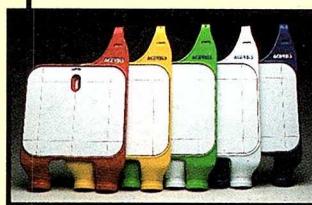
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